Sweetser's NEW ENGLAND

BOOKS

BALZAC.

Translated by KATHARINE PRESCOTT WORMELEY.

Duchesse De Langeais.
Père Goriot.
The Rise and Fall of César Birotteau.
Cousin Bette.
Eugenie Grandet.
The Magic Skin.
Bureaucracy.
Fame and Sorrow.
The Country Doctor.
Louis Lambert.
Cousin Pons.
The Two Brothers.
The Aikahest.
Modeste Mignon.
Seraphita.
Ursula.
Sons of the Soil.
The Lily of the Valley.
An Historical Mystery.
Albert Savarus.
Pierrette.
The Chouans.
Lost Illusions.
A Great Man of the Provinces in Paris.
The Brotherhood of Consolation.
The Village Rector.
Memoirs of Two Young Married Women.
Catherine d'Medici.
Lucien de Rubempré.
History of the Thirteen.

Handsome 12mo volumes. Uniform in size and style. Half Russia, $1.50 each.

HONORE DE BALZAC. A Memoir.

Compiled and written by KATHARINE PRESCOTT WORMELEY, translator of Balzac's Works. With Portrait taken one hour after death by Eugene Giraud. 12mo, half Russia, price, $1.50.

GEORGE MEREDITH.

The Ordeal of Richard Feverel.
Evan Harrington.
Diana of the Crossways.
Harry Richmond.
Sandra Belloni.
The Egoist.
Vittoria.
Rhoda Fleming.
The Shaving of Shagpat and Farina
Beauchamp's Career.
One of our Conquerors.
The Tragic Comedians.

Popular Edition, Twelve volumes, 16mo, cloth, $1.50 each; crown 8vo edition, $2.00; half calf extra, $27.50 per set.

ROBERT LOUIS STEVENSON'S POPULAR WORKS.

Five vols. 16mo, Cloth, uniform in size and binding. In box. Price, $5.00.

Travels with a Donkey in the Cévennes.
An Inland Voyage.
The Silverado Squatters.
Treasure Island.
Prince Otto.

Mailed, postage paid, on receipt of price by the Publishers.

ROBERTS BROTHERS, Boston, Mass.

WHEN IN DOUBT BUY SCRIBNER'S

LORING, SHORT & HARMON,

474 Congress Street, PORTLAND,

Have a large and carefully selected stock of

STANDARD AND MISCELLANEOUS LITERATURE,

Such as is needed by the

SUMMER TOURIST AND TRAVELER.

Visitors are always welcome, and will find comfortable seats and polite attention.

FINE STATIONERY IN GREAT VARIETY.

ALL THE LATEST NOVELTIES IN THE MARKET.

ORDERS BY MAIL WILL RECEIVE PROMPT ATTENTION.

LORING, SHORT & HARMON,

OPPOSITE PREBLE HOUSE - - - - - PORTLAND, ME.

PITTSFIELD,

BERKSHIRE COUNTY, MASS.

THE MAPLEWOOD,

Open from June 1st to November 1st.

Terms, $4.00 per day.

A. W. PLUMB, Proprietor.

AMERICAN HOUSE,

Open all the year.

Terms, $2.50 to $3.00 per day.

PLUMB & CLARK, Proprietors.

See page 144.

FITCHBURG RAILROAD.

SUPERB EQUIPMENT, EXCELLENT TRAIN SERVICE, FAST TIME, and COURTEOUS EMPLOYEES MAKE THE

HOOSAC TUNNEL ROUTE

THE FAVORITE LINE from Boston to Troy, Albany, Saratoga, Lake George, Adirondack and Catskill Mountains, Syracuse, Rochester, Buffalo, Niagara Falls, Hamilton, Toronto, Cleveland, Detroit, Cincinnati, Chicago, St. Louis, and all points West, Southwest, and Northwest.

FAST EXPRESS TRAINS

With elegant PALACE PARLOR and SLEEPING CARS to and from

BOSTON, CHICAGO, and ST. LOUIS

WITHOUT CHANGE.

LAKE CHAMPLAIN ROUTE

For all points in Northern New York, Vermont, and Canada.

THE ONLY LINE running through cars, without change, from Boston to Rutland, Brandon, Middlebury, Vergennes, Burlington, St. Albans, St. Johns, and Montreal.

ELEGANT PARLOR PALACE CARS

to and from

BOSTON and MONTREAL

WITHOUT CHANGE.

For Time-Tables, Parlor and Sleeping Car accommodations, or further information, apply to any Agent of the Fitchburg Railroad or at

250 Washington Street, or
Fitchburg Railroad Passenger Station, Boston.

J. R. WATSON, Gen. Pass. Agent.

BOOKS FOR TOURISTS.

American Guide-Books. By M. F. SWEETSER. Editions for the Summer of 1895.

NEW ENGLAND. A Guide to the Chief Cities and popular Resorts of New England, and to its Scenery and Historic Attractions. With 6 Maps and 11 Plans. $1.50.

THE WHITE MOUNTAINS. A Guide to the Peaks, Passes, and Ravines of the White Mountains of New Hampshire. With 6 Maps and 6 Panoramas, including the new Appalachian Club Map. $1.50.

THE MARITIME PROVINCES. A Guide to the Chief Cities, Coasts, and Islands of the Maritime Provinces of Canada. With 4 Maps and 4 Plans. $1.50.

Incomparable handbooks for the tourist, and they are carefully kept up to date. — *New York Evening Post.*

A Satchel Guide for the Vacation Tourist in Europe. Edition for 1895, carefully revised. A compact Itinerary of the British Isles, Belgium and Holland, Germany and the Rhine, Switzerland, France, Austria, and Italy. With Maps, Plans, Money Tables, and whatever information tourists need. $1.50, *net.*

"*A miracle of conciseness, clearness, and accuracy.*"

Dictionary of Boston. By EDWIN M. BACON. New Edition, revised. 12mo, flexible, $1.50; boards, $1.00. Treats in alphabetical order the various historical localities, buildings, churches, societies, clubs, etc., which one would naturally wish to know about.

Boston Illustrated. An Artistic and Pictorial Description of Boston and its surroundings. Containing descriptions of the City and its Suburbs, Harbor, and Islands, etc., with numerous Historical Allusions. New Edition, by EDWIN M. BACON, revised to date, with Maps and 150 new Illustrations. 12mo, paper, 50 cents.

Boston Town. The Story of Boston told to children. By HORACE E. SCUDDER. Illustrated. Square 8vo, $1.50.

Nantucket Scraps. Being the Experiences of an Off-Islander in Season and out of Season. By JANE G. AUSTIN. 16mo, $1.25.

Among the Isles of Shoals. By CELIA THAXTER. Illustrated. 18mo, $1.25.

Henry D. Thoreau. Cape Cod; The Maine Woods; A Week on the Concord and Merrimac Rivers. New *Riverside Edition.* 12mo, gilt top, each $1.50.

Over the Border. Acadia, the Home of Evangeline. By ELIZA B. CHASE. Illustrated with Heliotype Engravings in various tints of scenery in Nova Scotia, from Water-color Sketches by the Author. With Map. Square 8vo, $1.50.

Woods and Lakes of Maine. A Trip from Moosehead Lake to New Brunswick in a Birch-Bark Canoe. By LUCIUS L. HUBBARD. With Indian Place-Names and their Meanings, many Illustrations by W. L. Taylor, and large Map. 8vo, $3.00.

HOUGHTON, MIFFLIN & CO., Boston.

Concord & Montreal R. R.

THE MERRIMACK VALLEY ROUTE

TO THE

WHITE AND FRANCONIA MOUNTAINS.

THE CONCORD & MONTREAL RAILROAD forms the grand highway into and through the mountain and lake sections of New Hampshire. The Merrimack Valley Route has become famous, not alone because of its scenic qualities and the varied natural attractions of its lines, but equally on account of the excellence of its situation, the directness of its ministrations, and the perfection of its service. In every portion of country that is settled and developed by human enterprise, the most direct and serviceable foundations for thoroughfares are indicated by "the lay of the land," approaches, etc.; and when afterward scientific skill employed in engineering perfects these establishments, the results are usually all that could be desired.

This has always been the case with the CONCORD & MONTREAL System, — its foundations are of the best facilities in the best directions. For travel from the South and West especially, no lines could be more desirable. Beginning at Nashua, in the southern part of New Hampshire, near the Massachusetts boundary, the main line of this system runs almost directly northward to the lake and mountain sections, throwing off branches and spurs on either hand for the whole distance, as the situations call for the same. From Nashua the Main Line follows the course of the Merrimack River, through Manchester, Concord, Tilton, and intermediate towns; thence along the margin of most beautiful water-sheets to Lake Winnipesaukee, the west shore of which it follows for its entire length, keeping straight on to Plymouth. From Plymouth the Main Line runs through Baker's River Valley, while a branch line passes up the Pemigewasset Valley, into the very heart of the Franconia country, with great mountains scattered about like boulders upon a broad seashore. At Woodsville, the Ammonoosuc River joins the Connecticut, and the CONCORD & MONTREAL Line follows the Ammonoosuc from its mouth at Woodsville to its rise at the base of *MT. WASHINGTON*, passing directly through Littleton, the upper Franconia sections and Bethlehem, the stretch of country that has for its central attractions Lafayette, the Twin Mountains, and the whole Franconia Range; and by a branch line to the heart of Franconia Notch. From Fabyan's it sends a line to the base of Mt. Washington to a direct connection with the Mt. Washington Railway. From Wing Road, near Bethlehem Junction, its lines pass again northward to Whitefield, Jefferson, Gorham, Berlin, Lancaster, and the principal points in the Upper Coos region. On the south side of the mountains, the Lake Shore branch follows the entire south shore of Lake Winnipesaukee; the Tilton and Belmont Branch runs into the foot-hills of the Belknap Range; the Suncook Valley Branch follows the river of that name; the Concord and Portsmouth Branch connects directly with the ocean coast at Portsmouth; and the Manchester and North Weare Branch follows the course of the Piscataquog River. This system also controls the steamboats plying upon Lake Winnipesaukee to Centre Harbor, Long Island, and Wolfboro.

Trains leave Boston from

Union Station, Causeway Street.

For Tickets and Information, apply to

BOSTON PASSENGER AGENCY, 207 WASHINGTON ST., BOSTON.

FALL RIVER LINE.

THE GREAT BUSINESS AND PLEASURE ROUTE BETWEEN

New York and Boston, Newport, Providence, Cottage City, Nantucket, Cape Cod, The Mountain, Seashore, and Inland Summer Resorts of New England.

The Fall River Line long since took place among the foremost transportation systems of the country, and has for many years been recognized as the peer of any of its class by all sorts and conditions of people. The business of this line is continuous throughout the year, all facilities, accommodations, comforts, and appliances being equally desirable and perfect in

WINTER AS IN SUMMER.

In the course of time these facts have become generally known, until the great majority of people well understand that at all seasons of the year the steamboats of this line are the same great floating hotels, making safe, rapid, sure, and satisfactory trips and unfailing connections throughout every period.

Its quintette of steamboats, the

PRISCILLA,
PURITAN,
PLYMOUTH,
PILGRIM, and
PROVIDENCE,

are unequaled in the world elsewhere by similar enterprise; and this vast and restless agency is, indeed, one of the wonders of the century. Music, and all features for the satisfaction or delighting of patrons, are unvarying the whole year round.

FROM NEW YORK: Steamers leave Pier 18, North River, Foot of Murray Street.

FROM BOSTON: Trains connecting with steamers at Fall River (49 miles) leave Park Square Station (N. Y., N. H., and H. R. R., Old Colony System).

TICKETS by this route are on sale at all the principal Ticket Offices in the United States and Canada.

Send six cents in stamps to P. O. Box 452, New York City, for summer books and printed descriptive matter.

GEO. L. CONNOR,
Pass'r Traffic Manager,
New Haven.

S. A. GARDNER,
Superintendent,
New York.

O. H. TAYLOR,
Genl. Passenger Agt.
New York.

NEW ENGLAND:

A

HANDBOOK FOR TRAVELLERS.

A GUIDE TO

THE CHIEF CITIES AND POPULAR RESORTS OF NEW ENGLAND,
AND TO ITS SCENERY AND HISTORIC ATTRACTIONS:
WITH THE WESTERN AND NORTHERN BORDERS,
FROM NEW YORK TO QUEBEC.

With Six Maps and Eleven Plans.

FIFTEENTH EDITION, REVISED AND AUGMENTED.

BOSTON:
HOUGHTON, MIFFLIN & CO.,
1895.

Copyright, 1873, 1876, and 1884,

BY JAMES R. OSGOOD & CO.

1885, and 1887,
BY TICKNOR & CO.

1891, 1892,
BY HOUGHTON, MIFFLIN & CO.

SUPPLEMENT FOR 1895.

Boston. Important changes have been made as to the steamship routes to the Maritime Provinces. The Bowdoin-Square and The Columbia (978 Washington St.) are the new theatres. The enormous State-Street Exchange occupies the site of the old Post Office (see page 10). The Old South Meeting-House and its museum of colonial curiosities are open daily from 9 to 6, for 25 cts. The Museum of Natural History is open on Wed. and Sat., free; other days, 25 cts. The Art Museum is free Sat. and Sun.; other days, 25 cts. The Globe Theatre was destroyed by fire in January, 1894. The theatre will not be rebuilt, but a handsome business block will be erected on its site. The new public library (McKim, Mead & White, Architects) now occupies a conspicuous position on the west side of Copley Square. It is a building worthy of especial attention. A large annex has been built upon the northern slope of Beacon Hill back of the State House, in a style of architecture resembling that of the older building. The new Court House for Suffolk County stands in Pemberton Square. It is a handsome building of gray granite.

Downer Landing (page 24). The Rose Standish House is now a private club-house.

Lexington (page 28). The chief hotel is the Russell. The Massachusetts House is now a Keely-cure home.

Franklin Park is traversed every few minutes, in pleasant weather, by very comfortable park carriages, running over a route of several miles. They leave the gate on Oakland Avenue, and the charge is 25 cts. for the round trip.

Fall River (page 39) (*Mellen House*) has daily steamboats to Bristol and to Rocky Point.

Newport. The Cliffs Hotel views the sea. The Stone Tower is no longer ivy-clad. A statue has been erected to William Ellery Channing. Fort Greene is now a park.

Plymouth. The Plymouth and Middleborough Railroad, 16 M. long, was opened in 1892. The Unitarian Church was burned in 1892.

Mashpee (page 56) has the Attaquin House, reached by daily stage, 10½ M. from Sandwich.

Wianno Beach (*Cotocheset House*) is reached by semi-daily stage, 7 M. from W. Barnstable (page 55).

Hyde Park and Dedham (pages 62 and 62*a*) have no adequate hotels.

Providence. Note Mead's new equestrian statue of Gen. Burnside, and Kitson's statue of Thomas A. Doyle.

Block Island. Steamers leave Providence Tues. and Sat.; and Fall River, Fri.; and Newport every day; and Norwich and New London every evening for Block Island, in Summer.

Fisher's Island. Steamers thrice daily from New London. The hotels are the Munnatawket and the Mansion House, the former new.

Nonquitt. Steamboat to New Bedford four times daily.

Cuttyhunk. Steamboat to New Bedford daily.

Waterbury, Conn. (page 95). From this point the Naugatuck Branch of the Providence Div. New York, New Haven & Hartford R. R. extends through Danbury, Conn., Brewster, N. Y., to Fishkill-on-the-Hudson, from there connecting by ferry to Newburgh.

Amherst (page 101) no longer has daily stages to Northampton.

Wellesley (page 124). The Hotel Wellesley has been burned.

Hartford (page 134). The Heublein is a new European-plan hotel, well spoken of. The Wadsworth Athenæum has been reconstructed and made free, at a cost of $430,000 raised by popular subscriptions.

Pittsfield (page 144). Street-cars run to Lake Pontoosuc.

Dalton (page 144). The Irving House has been recently destroyed by fire. Another new and handsome hotel will be erected immediately upon the same site.

Great Barrington (page 152). The Berkshire Inn is a capital new house ($10.50 to $17.00 a week). The Berkshire House and the hotel at the Soda Springs have been abandoned. An especial object of interest is the Hopkins Mansion in the outskirts of the village, surrounded by handsomely arranged grounds.

Greylock (page 157). The erection of a large hotel on the top of Greylock is being considered, and it is highly probable that ample accommodations for tourists will be found there as soon as the hotel is completed. A good mountain road now extends to the top of the mountain upon which there is an iron observation tower and cabins in which camping and pedestrian parties may find shelter.

Lake Dunmore (page 183). The Mountain Spring Hotel is a new house for 200 guests.

Woodstock (page 199). The Woodstock Inn is a new hotel ($3.00 to $4.00 a day).

Lake Village (page 209) is now called *Lakeport.*

Great Falls (page 213) is now called *Somersworth.*

The Glen House (pages 226–235). This famous hotel was destroyed by fire in July, 1893. Its reconstruction is doubtful. The calculation of distance and the many other references to the hotel which appear in the text, should be read with the understanding that all references are to the former site of the hotel and not the house itself.

Jackson (page 226). The hotels have enlarged their accommodations and increased their prices.

Jefferson Hill (page 229). The Concord and Montreal Railroad now

reaches this point; and is prolonged thence to Berlin Falls, and Gorham, on the Grand Trunk line.

Lynn (page 250). The Free Public Forest is a new and interesting park, covering 2,000 acres.

Beverly (page 256). The Queen Hotel has been burnt.

Newburyport. A bronze statue of William Lloyd Garrison has been erected on Brown Square.

Portland, Maine (page 270) — **Maine Steamboat Co.** During the summer from June 1 to October 1 boats leave Portland Tuesdays, Thursdays, and Saturdays at 6 P. M. from Franklin Pier. From New York Pier, 38 East River, same days at 8 P. M., touching at Cottage City each way. Balance of year leave Portland at 6 P. M. Wednesdays and Saturdays, and New York at 4.30 P. M. Steamers *Manhattan* and *Cottage City* 2200 tons each. Time of passage 24 hours, including daylight trips through Long Island Sound.

Lake Winnepesaukee. The Lake-Shore Railroad runs from Alton Bay (page 282) for 18 M. along the shore to Lakeport.

Sebago Lake (page 283). Steamboats are sometimes prevented by low water from running, for months at a time.

Rumford Falls (page 288). The Portland and Rumford Falls Railroad extends through to the line of the Maine Central at a point near Danville Junction. Stages run from Rumford Falls to Andover.

Mount Desert (page 302). The steamboats leave Rockland every morning for Green's Landing (on Deer Isle) and the ports of Mount Desert. Other boats leave Rockland at 6 A. M. Tues., Thurs., and Sat., for Isleboro', Castine, Sedgwick, the Mount Desert ports, Millbridge and Machiasport. Steamboats every morning from Bangor to Penobscot ports and Bar Harbor. Steamship every Saturday from New York for Bar Harbor, Eastport and St. John.

Isle au Haut (page 307*c*) is reached by sailboats from Green's Landing, on Deer Isle.

New York City (page 325). The three immense and magnificent new hotels, the Waldorf, Savoy, and New Netherland, are on upper Fifth Avenue. Elevated railway fares are 5 cts. The Metropolitan Opera House was burned in 1892.

Hudson River (page 340). The Day Line boats leave the foot of Desbrosses Street at 8.40 A. M., and 23d Street at 9 A. M.

Albany, N. Y. (pages 348–142). Trains now run over the Boston & Albany, connecting at Albany with the Delaware & Hudson Canal Company's Railroad for Saratoga during the summer months, 4 trains in each direction daily.

Lake George (page 358). The Sagamore Hotel was burned in the summer of 1893.

Quebec (page 375). A magnificent new hotel has been erected on the site of the Château St. Louis, near the Dufferin Terrace.

Syracuse, N. Y. (page 389). A new and handsome hotel, the Yates House, has recently been opened and is highly spoken of.

Niagara Falls (page 390). The Spencer House is burned.

Brooklyn (page 429). This route from Boston to Brooklyn has been permanently discontinued.

Squirrel Island (page 435). The Chase House is now known as the Mathews House.

Boothbay (page 435) has a new hotel, the Menawarmet, $1.00 to $3.00 a day. The village is a neat and thrifty fishing village of increased importance, with an accessible and capacious harbor.

SPECIAL NOTICE TO TRAVELLERS.

Extensive changes have been made in many New England Railroad Lines. The principal changes have been noted in the text of this edition, but it has been impossible to indicate the change in every instance. Especial attention is called to the Index of Railroads on page 463, which has been carefully revised and gives the names of branches and divisions of the principal New England Railroad Systems.

The New York, New Haven & Hartford R. R. has absorbed many connecting lines. References to these Railroads should be read with the understanding that they are all Divisions of this System, the particulars of which can be secured from newspapers and guide books.

PREFACE.

THE chief object of the Handbook for New England is to supply the place of a guide in a land where professional guides cannot be found, and to assist the traveller in gaining the greatest possible amount of pleasure and information while passing through the most ancient and interesting district of Anglo-Saxon America. New England has hitherto been but casually treated in books which cover wider sections of country; special localities within its borders have been described with more or less fidelity in local guide-books; but the present volume is the first which has been devoted to its treatment according to the most approved principles of the European works of similar purpose and character. The Handbook is designed to enable travellers to visit all or any of the notable places in New England, with economy of money, time, and temper, by giving lists of the hotels with their prices, descriptions of the various routes by land and water, and maps and plans of the principal cities. The letter-press contains epitomes of the histories of the old coast and border towns, statements of the principal scenic attractions, descriptions of the art and architecture of the cities, biographical sketches in connection with the birthplaces of eminent men, and statistics of the chief industries of the included States. The half-forgotten but worthy and heroic records of the early colonial era and the French and Indian wars have received special attention in connection with the localities rendered classic in those remote days, while numerous Indian legends will be found in various places. The operations of the Wars of the Revolution and of 1812 (so far as they affected this section of the Republic) have been carefully studied and localized, and the rise of the great modern manufacturing cities has been traced

and recorded. The famous summer-resorts — among the mountains and by the sea — with which New England abounds, and which are thronged by visitors from all parts of the country, have been described at length in these pages.

The plan and structure of the book, its system of treatment and forms of abbreviation, have been derived from the European Handbooks of Karl Baedeker. The typography, binding, and system of city plans also resemble those of Baedeker, and hence the grand desiderata of compactness and portability, which have made his works the most popular in Europe, have also been attained in the present volume. Nearly all the facts concerning the routes, hotels, and scenic attractions have been framed or verified from the Editor's personal experience, after fifteen months of almost incessant travelling for this express purpose. But infallibility is impossible in a work of this nature, especially amid the rapid changes which are ever going on in America, and hence the Editor would be grateful for any *bonâ fide* corrections or suggestions with which either travellers or residents may favor him. He would also thankfully acknowledge his indebtedness to the gentlemen who have revised the book in advance of publication.

The maps and plans of cities have been prepared with the greatest care, and will doubtless prove of material service to all who may trust to their directions. They are based on the system of lettered and numbered squares, with figures corresponding to similar figures attached to lists of the chief public buildings, hotels, churches, and notable objects. The most trustworthy time-tables are found in "A B C Pathfinder Railway Guide," with map, published monthly at Boston (price 25 c.). The hotels indicated by asterisks are those which are believed by the Editor to be the most comfortable and elegant.

M. F. SWEETSER.
Care of Houghton, Mifflin & Co.,
4 Park St., Boston.

CONTENTS.

PAGE

I. Language 1
II. Money and Travelling Expenses 1
III. Railways and Steamboats. The Check System 1
IV. Excursions on Foot 2
V. Hotels 3
VI. Round-Trip Excursions 4
VII. Climate and Dress 4
VIII. Miscellaneous Notes 4

NEW ENGLAND.

ROUTE

1. Boston 5
2. Environs of Boston 20
   1. Boston Harbor. The Route to Nahant 20
   2. Nahant 21
   3. The Route to Hull, Hingham, &c. 22
   4. Hull 23
   5. Hingham. Charlestown 24
   6. Chelsea. Revere Beach 27
   7. Lexington and Concord 28
   8. Cambridge. Harvard University 29
   9. Mount Auburn 33
   10. Brookline 35
   11. Roxbury 36
3. Boston to New York by Newport 36
   1. Newport 40
   2. The Approach to New York 47
4. Boston to S. Duxbury 48
5. Boston to Plymouth 51
6. Boston to Cape Cod 54
   1. Fairhaven Branch 54
   2. Marshpee 56
7. Boston to Martha's Vineyard and Nantucket 58
   1. Gayhead 60
8. Boston to New York by Providence 62
   1. Providence 63
   2. Providence to Newport. Narragansett Bay 65
   3. Providence to Warren and Bristol 66

ROUTE		PAGE
	4. Narragansett Pier	68
	5. Watch Hill Point	70
	6. Stonington to New York. Block Island	71
	7. New Haven	77
9.	Boston to New Bedford	90
	1. New Bedford to Martha's Vineyard. The Elizabeth Islands	92
10.	Providence to Worcester	93
11.	Boston to Newburgh	94
12.	New London to Vermont	96
	1. S. Vernon to Keene	102
13.	Norwich to Nashua	104
14.	Saybrook to Hartford	106
15.	New Haven to Northampton	108
16.	Bridgeport to Winsted	111
17.	Bridgeport to the Berkshire Hills	114
18.	S. Norwalk to Danbury	115
19.	Boston to New York (by Norwich)	117
	1. Boston to Woonsocket	120
20.	Hartford to Salisbury and Millerton	120
21.	Boston to New York (by Springfield)	124
	1. S. Framingham to Lowell and to Mansfield	125
	2. S. Framingham to Fitchburg	126
	3. Worcester	127
	4. Springfield	131
	5. Hartford	134
22.	Boston to Albany, Saratoga, and the West	141
23.	The Berkshire Hills	142
	1. Pittsfield and its Environs	144
	2. Stockbridge	149
	3. N. Adams	154
24.	New York to Quebec. The Connecticut Valley towns	157
	1. Mount Holyoke	160
	2. Lake Memphremagog	171
25.	Boston to the Hoosac Tunnel	175
26.	Boston to Burlington (and Montreal)	179
	1. Fitchburg to Peterboro'	179
27.	Rutland to Bennington	184
28.	Rutland to Albany	187
	1. Rutland and Washington Line	187
29.	Boston to Lowell, Concord, and Montreal	188
	1. Lowell	189
	2. Nashua to Wilton	192
	3. Concord to Claremont	196
	4. St. Albans to Richford	206
	5. St. Albans to Rouse's Point	207
30.	Boston to the Franconia Mountains	209
31.	Boston to the White Mountains	213
	1. Rochester to Portland	213

ROUTE PAGE
32. Lake Winnepesaukee and the Sandwich Mountains . . . 215
1. Centre Harbor to Conway 219
2. Chocorua and Ossipee 220
33. The White Mountains and North Conway 221
1. North Conway 223
2. North Conway to the Glen House and Gorham 225
3. Gorham 227
4. Gorham to the Notch 229
5. North Conway to the Notch 230
6. The Crawford House to the Profile House 233
7. Mount Washington 234
34. The Franconia Mountains and the Pemigewasset Valley . . 238
1. The Profile House to Plymouth 241
2. Waterville and Campton 242
35. The Percy Peaks, Dixville Notch, and Lake Umbagog . . 243
1. Colebrook to Umbagog and Rangeley 244
2. Connecticut Lake 245
36. Boston to Cape Ann 245
37. Boston to Portland and St. John 248
1. Peabody, Lowell, and Lawrence Branches 255
2. Marblehead Branch 255
3. Essex Branch 257
4. Amesbury Branch 261
5. The Isles of Shoals 265
6. Portsmouth to Concord 267
7. Portland and its Environs 270
8. Casco Bay 274
38. Boston to Portland 275
1. Wakefield to Newburyport 276
2. Lawrence to Lowell or Manchester 279
3. Dover to Lake Winnepesaukee 282
39. Portland to the White Mountains 284
1. Lake Sebago 284
40. Portland to Quebec and Montreal 287
1. Mechanic Falls to Canton 287
2. Bethel to Lake Umbagog 289
41. Portland to Farmington and the Western Maine Forest . 291
1. Farmington to the Rangeley Lakes 292
42. Portland to the Upper Kennebec 293
43. Boston or Portland to Moosehead Lake 295
44. Portland to Rockland 297
1. Wiscasset to Boothbay 299
2. Damariscotta to Bristol and Pemaquid 299
45. Portland to Mount Desert 302
1. Castine 302
2. Bar Harbor 304
3. Southwest Harbor 306
4. Mount Desert to Machiasport 307

ROUTE PAGE
46. Portland to Lewiston and Bangor 307
47. Portland to Augusta and Bangor 309
48. Boston to Bangor. The Penobscot River 316
49. Bangor to St. John 318
1. Fredericton, N. B. 319
2. St. John River 320
50. The New Brunswick Border, Eastport to Madawaska . . 321

THE WESTERN AND NORTHERN BORDERS OF NEW ENGLAND.

51. New York City 325
1. Central Park 336
2. Brooklyn 339
52. New York to Albany. The Hudson River 340
1. The Highlands 343
2. The Catskill Mountains 347
3. Albany 348
53. Albany to Montreal 350
1. Saratoga 350
2. Fort Edward to Whitehall or Caldwell 355
3. Lake George 357
4. Lake Champlain 361
54. Montreal and its Environs 368
1. Lachine Rapids 372
2. Victoria Bridge 373
55. Montreal to Quebec. The St. Lawrence River . . . 372
56. Quebec 375
1. Ste. Anne and Château Richer 384
2. The Saguenay River 385

MAPS.

1. General Map of New England.
2. Map of Boston.
3. Map of Nahant.
4. Map of Lake Winnepesaukee.
5. Map of the White and Franconia Mountains.
6. Map of the Hudson River.

PLANS OF CITIES, &c.

Hartford, Montreal, New Haven, New York, Newport, Portland, Providence, Quebec, Mount Auburn Cemetery.

ABBREVIATIONS.

M. = mile; hr. = hour; min. = minute; ft. = foot or feet; r. = right; l. = left; N. = north; S. = south; E. = east; W. = west.

ASTERISKS

denote objects deserving of special attention.

NEW ENGLAND.

"Nobis eternum reliquerunt monumentum,
Novanglorum mœnia."

"Nova Anglia": a Latin poem by Morrell, 1625.

NEW ENGLAND is the northeastern portion of the United States, and comprises the States of Maine, New Hampshire, Vermont, Massachusetts, Connecticut, and Rhode Island. It is bounded on the S. by the Atlantic Ocean and Long Island Sound, on the W. by the State of New York, on the N. by the Province of Quebec, and on the E. by the province of New Brunswick and the Atlantic Ocean. It lies between the latitudes 41° and 48° N. and the longitudes 67° and 74° W. from Greenwich, and has an area of 66,465 square M., with a population of 4,700,743 (census of 1890). The principal religious sect is the Congregational, which has 190,473 members; the Episcopal Church has 38,098; and the Methodists have 70,000. The Catholics and the Baptists (114,000) are also strong in numbers, while Unitarianism has here its chief power. A high standard of education prevails among the people, and is supported by an extensive school-system and several renowned colleges. The New-Englanders have always been distinguished for a marked individuality of thought, by reason of which the most advanced and radical schools of philosophy, politics, and religion have arisen or have been developed here. The nature of the climate and of the soil has rendered agriculture less profitable than at the West, and the strength of the section has been found in the establishment and maintenance of vast manufacturing industries. The coast extends in a direct line for over 700 M., with many spacious harbors; and the maritime cities are celebrated for their skilful seamen and for their large fleets of merchant-ships. This district was granted by James I. to the Plymouth Company (in 1606) under the name of North Virginia; but Capt. John Smith, having surveyed and mapped the coast in 1614, gave it the name of New England.

Maine

is bounded on the S. by the Atlantic, on the W. by N. H., on the N. by Canada, and on the E. by New Brunswick. It is the most northeastern of the United States, and the largest of the States of New England. It has an area of 33,040 square M., with a population of 661,086, and a valuation of $ 310,000,000. It is divided into 16 counties, and has 17 small cities,

the chief of which is Portland, while the capital is Augusta, at the head of ship-navigation on the Kennebec River. The coast of "hundred-harbored Maine" is remarkably picturesque, with deep fiords running up between bold peninsulas, and with archipelagos of beautiful islands resting in quiet and extensive bays. The direct line of the coast from Kittery Point to Quoddy Head is 278 M., but the deep curves of the bays and estuaries give an actual shore-line of nearly 2,500 M. Mt. Desert (60,000 acres) is the largest of the many islands which front the ocean, and Monhegan is the most distant from the mainland. The great rivers Penobscot, Kennebec, and St. Croix empty into the sea on this coast, and furnish wide and convenient harbors. Nearly $\frac{3}{4}$ of the area of Maine is still covered with primeval forests, and the lumber-trade is the chief industry of the State. The trees are felled and hauled to the water-courses during the winter, and in the spring they are united in vast rafts and floated down to the river cities. In the S. and E. of the great forest is a broken range of mountains, the loftiest of which is Mt. Katahdin (5,385 ft. high). One tenth of Maine is covered with water. Maine has 4,500 factories, 53,000 operatives, and an annual product of $80,000,000 in manufactured goods. The State has 65,000 farms.

The Maine coast was first visited by Gosnold in 1602, and in 1607 the short-lived Sagadahoc colony settled at the mouth of the Kennebec River. The French colonies at the St. Croix River and Mt. Desert were but ephemeral, and several other attempts proved equally unsuccessful, partly owing to the hostility between the claimants of the territory (the French and English), and the distrust of the Indians for both of them. The island of Monhegan was settled in 1622, and Saco was founded in 1623. When the Plymouth Company broke up, in 1635, Sir Ferdinando Gorges received by royal charter the province of Maine (then first so called). In 1642 his son founded the city of Gorgeana (York), but in 1651 Mass. absorbed Maine, being sustained by the exigencies of the times and by the Puritan Parliament of England. After some resistance on the part of the Maine proprietors, Mass. bought out their interest, and thenceforward ruled the northern province for nearly 170 years with a firm and beneficial sway. From 1675 until 1760 a disastrous succession of Indian wars ensued, in which every twentieth settler was killed or captured and many towns were destroyed. The bombardment of Portland (1775) and the naval battle at Castine (1779) were the chief events during the Revolution, but the coast was badly harried during the War of 1812. In 1820 Maine was admitted into the Union as the twenty-third State.

New Hampshire

is bounded on the S. by Mass., on the W. by Vt., on the N. by the province of Quebec, and on the E. by Maine and the Atlantic. It has an

area of 9,305 square M., with a population of 376,530, and a valuation of $260,000,000. It is divided into 10 counties, with 234 towns and 6 cities, and the capital is Concord, on the Merrimac River. There is an ocean-front of 18 M., which is bordered by level plains stretching inland, while just off the coast are the remarkable Isles of Shoals, formerly famed for their fisheries and now a favorite summer-resort. Beyond the sea-shore plains the country assumes a more rugged and broken appearance, with numerous isolated summits and hill-ranges which culminate in the White Mts., covering over 40 square M. of a picturesque district which is called "the Switzerland of America." The lakes of N. H. cover 110,000 acres, and the most beautiful of their number is Winnepesaukee, which has 69 square M. of extent, and contains 300 islands. The soil of the State is not fertile, but it has much mineral wealth; and the climate, though severe, is very healthful. There are extensive primeval forests in the N. (Coös County), in whose recesses wolves and bears still are found; and the remote lakes and streams afford fine fishing. The Connecticut, Saco, and Merrimac Rivers have their sources in N. H., and on the water-power afforded by the latter large manufacturing cities are located. The State has more than 3,200 factories, with 48,000 operatives, using $ 44,000,000 worth of material, and turning out $ 74,000,000 worth of goods. The manufactures of cotton and woollen goods, iron and leather, are the chief mechanical industries, and centre at the cities of Manchester and Nashua. The press of the State consists of 10 daily papers, 66 weeklies, and 7 monthlies.

The N. H. coast was first visited by the Europeans in 1614, and settlements were founded at Dover and Portsmouth about 1623. The district was for many years under the government of Mass., and was afterwards ceded to N. Y., while the incessant inroads of the Indians devastated the frontiers for nearly 80 years. The chief incidents of these wars were the destruction of Dover (1689), and the battle of Pequawket. In 1741 N. H. became a royal province, and in 1776 it led the secession from the British Empire, giving freely of its men and money to the cause of independence.

Vermont

is bounded on the S. by Mass., on the W. by N. Y. and Lake Champlain, on the N. by Canada, and on the E. by N. H. It has an area of 9,565 M., with a population of 332,422, and a valuation of $165,000,000. It is divided into 14 counties, and has but 2 small cities, the great majority of the people being engaged in farming. The centre of the State is traversed from N. to S. by the Green Mts., whose smooth and rounded summits form a marked contrast with the sharp peaks of the White Mts. The chief of the Green Mts. are Mt. Mansfield (4,359 ft.), Camel's Hump (4,188 ft.), Killington and Pico Peaks, and Mt. Ascutney. The E. slope is watered by several streams which flow into the Connecticut River,

while the W. slope sinks into the broad and fertile plains which border Lake Champlain and are traversed by Otter Creek and the Winooski, Lamoille, and Missisquoi Rivers. The Lakes Memphremagog, Willoughby, Dunmore, Bomaseen, and St. Catharine are pleasant summer-resorts, and the great Lake Champlain affords an avenue for an extensive international commerce, whose chief centre is the port of Burlington. The evergreen forests on the mountains alternate with broad pasture-plains, and the deciduous groves on the lowlands are interspersed with tillage-fields of rich loamy soil, so that Vt. has become the most agricultural of the Northern States, and exceeds all others (proportionally to her population) in the production of wool, live stock, maple sugar, butter and cheese, hay, hops, and potatoes. There are made here annually 13,000 tons of butter, 750 tons of cheese, and 4,500 tons of maple-sugar. Extensive quarries of fine statuary and variegated marble and serpentine have been opened in the S. counties, and vast quantities of slate have been exported from the same region. There are 36,000 farms, valued at $110,000,000.

The first European who saw Vt. was Jacques Cartier, who, in 1535, looked upon its high ridges from Mount Royal (Montreal). Its coast was explored by Champlain and others in 1609, and prosperous French settlements were made (in Addison) later in the 17th century. In 1724 Mass. built Fort Dummer (near the present town of Brattleboro); but the numbers and ferocity of the Indians prevented colonization until after the conquest of Canada (1760). The territory was then partly occupied under grants from N. H., until it was ceded to N. Y.; and thereafter ensued a controversy in which the settlers successfully resisted the authorities of N. Y. until the outbreak of the Revolution, when they proclaimed Vermont (*Verts Monts*, or Green Mts.) an independent State. Congress twice refused to acknowledge the new State, although its soldiers ("the Green Mountain Boys") captured Ticonderoga and Crown Point, and annihilated the flower of Burgoyne's German auxiliaries at the battle of Bennington. In 1791, after paying New York $30,000 in liquidation of all claims, Vt. was admitted into the Union (the 14th State), and since that time has prospered and steadily increased in wealth and population.

Massachusetts

is bounded on the S. by Conn. and R. I., on the W. by N. Y., on the N. by Vt. and N. H., and on the E. by the Atlantic. It has an area of 8,315 square M., with 2,238,943 inhabitants, and a valuation of $2,200,000,000. The soil is not fertile, but considerable crops are gained by careful cultivation; and the best land is found in the valleys of the Connecticut and Housatonic Rivers. There is but little level land in the State, and in the W. counties the Taconic and Hoosac Ranges of mountains afford great diversity of scenery. The Connecticut River flows through a garden-like

valley, with several prosperous towns ; and the Merrimac (in the N. E.) affords a vast water-power to Lowell and Lawrence, and passes into the sea at Newburyport. The climate is severe in the hill-countries, and is very variable on the coast, — the mean temperature being between 44° and 51°. There are 38,500 farms, whose annual products amount to over $ 50,000,000, and the State has 2,250,000 apple-trees. Profitable beds of iron ore and glass sand have been developed, and the exportation of marble (from Berkshire County) and granite (from Quincy and Cape Ann) has become a lucrative business. The State has been celebrated for the number and excellence of its ships, and for the skill and enterprise of its seamen. Granite, ice, and fish are among the chief articles of export; the latter being brought in by the large fishing-fleets of Cape Cod and Gloucester. Massachusetts has 14,352 manufactories, paying annually $ 128,000,000 to 352,000 operatives, using $ 387,000,000 worth of materials, and making $ 631,000,000 worth of goods (boots, shoes, and leather, $ 144,000,000; cottons, $ 75,000,000; woollens and worsteds, $ 58,000,000; paper, $15,000,000). In 1890, the net State debt was less than the funds in the treasury. The savings-banks have $340,000,000 in deposits.

The prevailing religious sect is the Congregational, the Baptist, Methodist, and Unitarian churches being also strong, while the Roman Catholics are rapidly attaining great power and influence. The educational institutions of the State are admirably arranged and have a high reputation, their efficiency being assured by the maintenance of four normal schools, five colleges, and Harvard University. The militia is kept in a state of high efficiency and discipline, and composes two brigades, with infantry, cavalry, and artillery, which go into camp every year for several days, at the State camp-ground and fort, at Framingham.

The coast of Mass. was first visited by the Norwegian mariners Leif and Thorwald, about the year 1000. After several attempts at colonization, which were frustrated by the powerful native tribes, the Norsemen abandoned the country (which, from its fruitfulness, they had named Vinland). In 1497 John and Sebastian Cabot cruised along the coast, and were followed by Cortereal, Verrazzani, and Gomez. In 1602 Gosnold explored the S. E. islands, and planted an ephemeral colony on Cuttyhunk, near New Bedford. Pring, Champlain, and Weymouth soon after passed along the coast, while Capt. John Smith, following them in 1614, made a map of the coast and islands. Dec. 21, 1620, the ship "Mayflower" arrived at Plymouth with 102 Pilgrims, who had been driven from England by religious persecution, and who founded here the first permanent colony in Mass. Salem was settled in 1628, and Boston in 1630, by Puritan exiles, and the Atlantic coast and the Connecticut valley were soon dotted with villages of bold and hardy immigrants.

The Pequot War (1637) and King Philip's War (1675–6) caused a fearful loss of life and property, and several of the valley towns were utterly destroyed before the colonial forces could crush the insurgent tribes. In 1689 the province revolted against the royal authorities, and the country-people took Boston and its fortifications and guard-frigate, and imprisoned the governor (Sir Edmund Andros). In 1692 Plymouth was united to Massachusetts, and thereafter, until the conquest of Canada in 1760, the province was foremost in the wars with the French colonies in the N. Many of her towns were destroyed by Indian raids, and the W. frontier was nearly depopulated; but the general prosperity was unchecked, and when the British Parliament commenced its unjust oppressions, the province had 250,000 inhabitants, many of whom were trained veterans of the Canadian Wars. In face of the royal army which had been moved into Boston, the men of Massachusetts opened correspondences which brought about a colonial union for mutual defence, and enrolled themselves as minute-men, ready to march against the British troops at a minute's notice. The battles of Concord and Lexington were followed by a general appeal to arms; and the siege of Boston, the Battle of Bunker Hill, and the American occupation of the city came in rapid succession. After these events the scene of war was transferred to New York and the South, where the Massachusetts regiments won high honor, especially in the victorious campaign against Burgoyne's invading army. In 1780 the State Constitution was framed, and in 1786 a serious revolt occurred in the W. counties, caused by the pressure of enormous taxes. This rising (which was headed by Daniel Shays) was put down after a few skirmishes. In the War of 1812 the State theoretically confined her exertions to the defence of her own coast, though thousands of her seamen entered the national navy. Extensive manufacturing interests now rose rapidly into view, and a network of railroads was stretched across the State. During the War for the Union (1861–5) Massachusetts put forth her utmost strength, and gave 158,380 men to the armies of the Republic, besides incurring a war-debt of over $ 50,000,000.

Connecticut

is bounded on the S. by Long Island Sound, on the W. by New York, on the N. by Mass., and on the E. by R. I. It has an area of 4,990 square M., with 746,258 inhabitants, and a valuation of $360,000,000. There are 8 counties, 160 towns, and 10 cities. The soil is usually rugged and comparatively unproductive, although the river-valleys afford some rich lands, and considerable crops are raised by laborious cultivation. The tobacco-crop is in the vicinity of 10,000,000 pounds a year; the butter product is 8,200,000 pounds; and the hay-crop is 557,860 tons. "The manufactures of the State are more general, multifarious, and productive than

those of any other people of similar means," — clocks and carriages, fire-arms, tin and brittania ware, sewing-machines, iron and rubber goods being the chief articles of production. There are 66 savings-banks, with deposits amounting to $112,000,000, and many wealthy and powerful insurance companies. New Haven has a lucrative West India trade, while New London has a considerable number of vessels engaged in sealing and whaling. Connecticut has 4,500 manufactories, paying annually $43,500,000 to 112,000 operatives; and from $102,000,000 worth of material, making $186,000,000 of goods.

The chief religious sect is the Congregational, and the Episcopal Church has more strength here than in any other State (proportionally to the population). There are three colleges, Yale (Cong.), Trinity (Epis.), and Wesleyan (Meth.), with 4 schools of theology. The educational interests of the State are well and efficiently carried on, under the support of the great funds derived from the sale of the Western Reserve lands. The charitable and correctional institutions of the State are remarkable for their influence and efficiency. The ingenuity, enterprise, and individuality of the men of Conn. have given them an advanced place in the mercantile and political activities of the Republic; and "probably no country of similar extent has sent abroad so vast a horde of emigrants in proportion to its population."

The coast and rivers of Conn. were first explored by Adrian Block and other Dutch mariners (1614–33); the district was in the English Plymouth Patent of 1620, and was chartered in 1631. About that time the river Indians were subjugated by the Pequots, and Seguin, their chief, sent to New York, Plymouth, and Boston for help. In 1633 a small Dutch colony landed at Hartford; and in the same year a Plymouth vessel passed up to Windsor, where a settlement was planted. These were merely trading-posts, but Wethersfield was occupied in 1634, and in 1636 three nomadic churches were led by their pastors through the wilderness from Boston to the Conn. River, where they settled at Hartford, Windsor, and Wethersfield. Saybrook was founded and fortified in 1635, and in 1637 the first legislature declared war against the Pequot Indians, who were defeated and speedily crushed by the colonial train-bands, aided by the friendly tribes. In April, 1638, New Haven was settled, and soon after the other coast-towns were founded. In 1639 a remarkable constitution (which acknowledged no higher human power than the people of Conn.) was adopted, and in 1662 a royal charter was obtained. After the union of the independent colonies of Conn. (Hartford) and New Haven, in 1665, the two towns were made semi-capitals of the province (and State), and so remained until 1873, when Hartford was made the sole capital. The State stood honorably among the foremost during the Revolution, although the towns along the coast were pillaged and destroyed by raids from the Hessian and Tory garrison at New York.

Rhode Island

is bounded on the S. by the Atlantic, on the W. by Conn., and on the N. and E. by Mass. It is the smallest State in the Union, and has an area of 1,250 square M., with 345,506 inhabitants, and a valuation of $325,000,000. There are 5 counties, with 33 towns, and 4 cities. The soil is unproductive, and but little farming is done save on the fertile plains of the Island of Aquidneck. The State is nearly cut in two by Narragansett Bay, which runs inland for 30 M. (with a width of 3 – 12 M.), and contains several islands, the chief of which is Aquidneck (or Rhode Island) on whose S. end is the famous summer-resort, Newport. 11 M. S. E. of Point Judith is Block Island, which pertains to this State. The climate is mild and equable, from its vicinity to the sea and exposure to the S.; and the greater part of the State is a region of low hills or sea-shore plains. The principal mechanical industries are at Providence, Pawtucket, Woonsocket, and Westerly; and in the year 1880 the State reported 2,205 manufacturing establishments, with an aggregate capital of $ 76,000,000, using annually $ 58,000,000 worth of raw material, and producing over $ 104,000,000 worth of goods. The 33 savings-banks of the State hold in deposit $65,000,000. The charitable and correctional institutions are mostly about Providence, where is also the seat of Brown University, a flourishing school under the care of the Baptist Church, which is the prevailing sect in the State.

Rhode Island was probably colonized by the Norsemen in the 10th and 11th centuries, but was afterwards abandoned for centuries, until the coming of Verrazzani in 1524. He remained at Aquidneck (which was then thickly populated by Indians) for two weeks. In 1636 Roger Williams, having been banished from Mass., came down the Seekonk River with 5 companions, and founded a settlement which he named Providence, in acknowledgment of "God's merciful providence to him in his distress." In 1638 Wm. Coddington and another party of exiles founded Newport; in 1642 a third banished company settled at Warwick; and in 1643 and 1663 these colonies united under a royal charter. The powerful Narragansett Indians dwelt in Rhode Island, and when King Philip's War broke out they ravaged all the outlying settlements and killed many of the colonists. The New England colonies, ignoring the existence of heretical Rhode Island, and rejecting its advice, marched an army across to the Narragansett country, and, after a terrific assault, stormed the Indian stronghold and crushed the tribe. The little province gave freely of her men and money in the French wars, and sent some of the best troops to the American siege of Boston. In Dec., 1776, Newport was taken by the British, who held it for 3 years, but were prevented by the New England militia from passing farther into the country. In 1861 the men of Rhode Island were among the first to reach the imperilled national capital.

INTRODUCTION.

I. Language.

THE people of New England claim that they speak the English language more correctly than it is spoken elsewhere in the world. Be this as it may, it is certain that this one language is universally used throughout the six States, and the traveller is delivered from the trouble caused in Great Britain by its four languages and numerous dialects, or in France by its three languages and provincial *patois*. The European tongues are taught in the high-schools all over the country, but the instruction is purely theoretical, and the number who can talk French, German, or Italian is very small. Tourists, who wish to travel among the remoter districts of New England, should be well acquainted with the language, which is "the English of Elizabeth," with a few local idioms.

II. Money and Travelling Expenses.

The notes of the U. S. Treasury and the national banks are the usual forms of money in circulation, although gold coin is sometimes seen. The silver coins, valued at 10, 25, and 50 cents, are common; and so are the nickel and mixed coins, of 1, and 5 cents.

The usual charge per day at the best hotels is $4 to $5.00, with considerable reductions when a prolonged stay is made at one place. Tourists who travel slowly through the country and stop at the less pretentious hotels (which are usually comfortable, and always safe) may easily limit their expenses to $25 or $30 per week. Those who frequent hotels of the highest class, and indulge much in carriage-riding, will find $45 to $50 per week none too much. At most of the sea-beaches board can be secured at $10 or $15 per week; while in the quieter and less fashionable villages about the mountains, substantial fare may be found in broad old farm-houses, for $6 to $10 per week.

III. Railways and Steamboats.

Railway travelling in America is much more comfortable than in the Old World. There is but one class of

tickets, the average fares being about three cts. a mile. On each train is a smoking-car, easily accessible from the other cars, and fitted with tables for card-playing. It is prudent to decline playing with strangers, as gamblers sometimes practice their arts here, in spite of the watchfulness of the officers of the train. To nearly every through train on the grand routes is attached one or more Pullman cars, which are richly carpeted and curtained, and profusely furnished with sofas, easy-chairs, tables, mirrors, and fronted with broad plate glass windows. These cars being well balanced and running on twelve wheels, glide over the rails with great ease. By night they are ingeniously changed into sleeping-rooms, with comfortable beds. The extra fares on the palace cars are collected by men attached to them; the price of a night's lodging (in which time one can go from Boston to New York) is $1.50. The fares by steamboat are somewhat lower than by rail, and (in case of a night passage) include a sleeping-berth in the lower saloon, but generally do not include meals. A state-room in the upper cabin costs extra, but insures better air and greater comfort and privacy. State-rooms (in the summer season) should be secured in advance at the company's office in New York, Boston, or Portland. Great lines of stages still run among the mountains and in the remote rural districts. Persons travelling by this way, in pleasant weather, should try to get a seat on the outside.

The Check System. — The traveller, having bought a ticket for his destination, shows his heavy baggage (trunks, &c.) to the baggage-master, who attaches a small numbered brass plate to each piece with a leather thong, and gives to the traveller a check for each piece of baggage, similar in form and number to that appended to such piece. The railroad now becomes responsible (within certain limits of weight and value) for the baggage, which is to be given up only on the presentation of the duplicate check which is in the traveller's possession. Trunks may be thus despatched from Boston to Montreal, Boston to Chicago, &c., without trouble, and if their owner is delayed on the route, they are stored safely at their destined station until he calls. On presentation of the check at the baggage-room of the station to which the baggage has been sent, it is given up to the owner, or his hotel porter. The large hotels have coaches at the railroad stations, on the arrival of through trains, and their porters will take the duplicate checks, get the trunks and carry them to the hotel.

IV. Excursions on Foot.

It is remarkable that pedestrianism has never been popular in this country. The ease and perfect freedom of this mode of travelling, its highly beneficial physical effects, the leisure thus afforded in which to study the beautiful scenery in otherwise remote and inaccessible districts, all mark this as one of the most profitable and pleasant modes of

summer recreation. To walk two hundred miles in a fortnight is an easy thing, and it is infinitely more refreshing for a man of sedentary habits than the same length of time spent in lying on the sands of some beach, or idling in a farm-house among the hills. "For a tour of two or three weeks, a couple of flannel shirts, a pair of worsted stockings, slippers, and the articles of the toilet, carried in a pouch slung over the shoulder, will generally be found a sufficient equipment, to which a light overcoat and a stout umbrella may be added. Strong and well-tried boots are essential to comfort. Heavy and complicated knapsacks should be avoided; a light pouch, or game-bag, is far less irksome, and its position may be shifted at pleasure." — BAEDEKER. One or two books might be added to this list, and a reserve of clothing may be sent on in a light valise, at a trifling cost, to the town which is the pedestrian's objective point.

It would be well for inexperienced walkers to begin at eight to ten miles a day, and gradually increase to sixteen to eighteen miles, or six hours' walking. During the heats of summer the travelling should be done at early morning and late afternoon, thus spending the hottest part of the day in coolness and rest. The best time for a pedestrian tour is between late September and late October, when the sky is clear and the air bracing, — the season of the reaping of harvests, the ripening of fruits, and the splendor of the reddening forests.

Among the most interesting districts in New England for the pedestrian, the following may be mentioned: The picturesque valleys, lakes, and mountains of Berkshire County, Mass.; the valley of the Connecticut from Springfield to Greenfield; the ocean-surrounded arm of sand, Cape Cod, with its quaint and salty old villages (Thoreau's "Cape Cod" is the best guide there); the lake region of New Hampshire; the White and Franconia Mountains (frequently explored by walking parties from the colleges during the summer vacation); and in Maine, the romantic Island of Mount Desert. The east bank of the Hudson River, from New York to Albany, affords a walk of rare interest, and the west shore of Lake George presents a short walk through peerless scenery. But the most interesting ramble is from Quebec through the Côté de Montmorenci to Cape Tormente, there crossing the St. Lawrence, and passing down the south shore through the quaint old Norman Catholic villages of Montmagny, L'Islet, and Kamouraska. This route can be traversed only by an experienced traveller who is well posted in French. There are but very few hotels in this ancient and primitive district.

V. Hotels.

The hotels of the United States will certainly bear comparison with those of any other country. The European plan has been adopted in many of them (as Parker's and Young's, and others at Boston; while in many others it is used in combination with the American plan, — $4 to

$4.50 per day at the more fashionable houses, $2.50 to $4 per day at the comfortable hotels of the smaller cities, and $1.50 to $2.50 per day in the smaller houses in the rural districts, are the charges which cover all ordinary requirements. No costly array of sundries and extras is attached to the bill.

VI. Round-Trip Excursions.

During the summer and early fall the railroads prepare series of excursion tickets at greatly reduced rates. Information and lists of these routes may be obtained from the central offices in Boston.

VII. Climate and Dress.

The climate of New England is subject to the most sudden and severe changes, from heat to cold or from cold to heat. The summers are usually much hotter and the winters much colder than in England, and during the latter season great falls of snow are frequent. The summer sun is often fatal in its power, and long exposure to its vertical rays should be avoided. At the same time warm clothing should be kept at hand, and woollen, or at least heavy cotton, underclothing should be worn, in order to guard against the sudden changes which are so frequent.

VIII. Miscellaneous Notes.

Passports are of no use in the United States in time of peace.

The examination of luggage at the Canadian frontier and at the ocean-ports is usually very lenient, and conducted in a courteous manner.

Traffic is made easy from the fact that fixed charges exist in the shops, and the tiresome processes of chaffing and beating down are unnecessary.

There are no professional guides in New England, but the people are prompt and willing to answer all civilly put questions. Gentlemen from abroad will remember that there is here, especially in the country, no peasantry, and that a haughty question or order will often provoke a reply couched in all "the native rudeness of the Saxon tongue."

1. Boston.

Hotels. — The *Hotel Brunswick (Barnes & Dunklee) is one of the chief hotels of Boston, and one of the finest in America. It stands at the corner of Boylston and Clarendon Sts., in the elegant residence-quarter, alongside Trinity Church, opposite the Mass. Institute of Technology and the Museum of Natural History, and close to the Art Museum, the Y. M. C. A., the new Old South Church, and the Boston Art Club. It is a magnificent structure, built at a cost of over $1,000,000, and has the best and richest of appointments.

The *Hotel Victoria is a sumptuous establishment at the corner of Dartmouth and Newbury Sts. (Barnes & Dunklee). It is on the European plan.

The *Hotel Vendome (C. H. Greenleaf & Co.) is a magnificent marble building on Commonwealth Ave. and Dartmouth St., in the most beautiful and aristocratic residence-quarter of the city.

The *Copley-Square Hotel, at Huntington Avenue and Exeter St., has 250 rooms, 60 with baths. $4 to $5 a day ; or rooms at $1.50 a day and upwards

The Huntington, at Huntington Avenue and Blagden St. (near Copley Square), is on the European plan.

The following hotels are on the European plan, the three first charging from $1.50 a day upward for rooms, and the others from $1 :

*Young's Hotel, on Court Ave., near the head of State St., has one of the handsomest dining-rooms in the world, and a famous *cuisine*.

The *Parker House, at Tremont and School Sts., is a stately marble building, opposite King's Chapel and the City Hall.

The *Adams House is a lofty marble building on Washington St., in the theatre district, between West and Boylston Sts.

The Thorndike, between the Providence station and the Public Garden, is a large modern house, beautifully situated.

The Crawford House fronts on Scollay Square ; the Hotel Reynolds is on Washington and Boylston Sts. ; Clark's Tavern (for men) stands just off Washington St., near the Old South Meeting-house ; and the famous old Revere House is on Bowdoin Square. The Bellevue is on the crest of Beacon St., near the State House.

Among the great old hotels still successful in Boston are the Tremont House, at the corner of Beacon and Tremont Sts. ; the United-States Hotel, near the Albany and Old Colony stations ($2.50 a day) ; the American House, on Hanover St. ($2.50 a day) ; and the Quincy House (300 guests ; $3 a day), on Brattle Square

Vieth's Hotel ($2.50 a day) is at 245 Tremont St. ; the New Marlboro, at 726 Washington St.

The Grand Hotel, 417 Columbus Avenue, charges $3 a day (or rooms from $1). Near Beacon Hill are the quiet Hotel Winthrop (34 Bowdoin St.) and Hotel Watersten (8 Bulfinch Place).

At the South End. The Langham is an immense marble building on Washington St., corner Worcester St. ($4 a day ; $16 to $25 a week). The Clarendon, at 521 and 523 Tremont St., charges $3 to $4 a day. There are hundreds of comfortable and inexpensive boarding-houses in Boston, especially on Columbus Ave. *Roxbury* has the great Norfolk House ; and *East Boston* has the Maverick House ($2 a day).

Restaurants. — The beautiful dining-rooms (meals *à la carte*) of Young's, Parker's, the Adams, the Thorndike, and the Victoria are largely patronized, especially by ladies. These houses have separate dining-rooms for men who prefer them. Meals *à la carte* also at the Brunswick, Reynolds, Grand, Crawford, etc.

Ladies also visit McDonald's, at 131 Tremont St., near Winter St. ; Dooling's and Weber's, on Temple Place ; Copeland's, at 128 Tremont St. Business men lunch at the Moulton and at Gilman's, at 24 and 50 Summer St. ; at Fellner's, 131 Federal St. and 11 Exchange Place ; and Park's, on Bosworth St.

French cooking at Ober's Restaurant Parisien (4 Winter Place), and at Mieusset Frères, on Van-Rensselaer Place and Milk St. (*table d'hôte*). Italian cookery at Vercelli's, 196 Boylston St.

Confectionery and ices may be obtained at Huyler's (146 Tremont St.), Dooling's, Copeland's, Weber's, etc. ; also at Bailey's, 45 West St.

Baths. — Turkish, Russian, electric, sulphur, and large plunge-baths (reserved for ladies forenoons, Saturdays excepted). Visitors will find the most complete and luxurious arrangements. — Hotel Boylston, 192 Tremont St., under the direction of J. De Beer, M. D. — Turkish baths at 17 Beacon St. (ladies on Monday and Thursday forenoons).

Reading-Rooms (open evenings also). — In the Public Library are the principal European periodicals and American newspapers and magazines. The Young Men's Christian Union (20 Boylston St.) and the Young Men's Christian Association (corner of Boylston and Berkeley Sts.) have large and well-supplied reading-rooms, free to all visitors. An introduction from a member is necessary to secure admission to the Athenæum reading-rooms. The chief hotels devote rooms to numerous files of the newspapers of the day.

Theatres. — The * Boston Theatre (on Washington St., near West St.) is the largest in New England, and is famous in the annals of the stage. Orchestra and parquet-circle seats, $1.50; balcony, $1; dress-circle, 75 cts.; family circle, 50 cts.

The Boston Museum (Tremont St., near School St.) is conducted by an admirable stock company. Orchestra-seats, $1; balcony, 75 cts.; parquet circle, 50 cts. The Park and the Bijou are on Washington St., near the Boston and Globe Theatres. The Hollis-St. Theatre is a spacious new house on Hollis St. The Howard Athenæum is devoted to varieties. The Tremont Theatre is a beautiful modern play-house on Tremont Street, near Boylston Street. The Bowdoin Square and the Columbia (978 Washington Street) are handsome new theatres.

Classic Music is given in Music Hall (Winter St.) by the Handel and Haydn Society, the Boston Symphony Orchestra, and other famous societies. *Lectures, concerts*, etc., are frequently given at Tremont Temple, Music Hall, Horticultural Hall, Chickering Hall. *Art exhibitions*, in the Studio Building (Tremont St.), the Boston Art Club Rooms (Dartmouth St.), and the sales-galleries. *Base-ball matches*, on the South-End grounds (Tremont-St. cars).

Carriages. — 50 cts. each passenger for a course within the city proper; $1 from points S. of Dover St. or W. of Berkeley St., to points N. of State, Court, and Cambridge Sts. (50 cts. for each additional passenger). From midnight until 6 A. M. double the above rates. A tariff of the legal fares is in each carriage. Herdics charge 25 cts. a course.

Street-Cars (fare 5 cts.) traverse the city in all directions. Tremont St., between Temple Place and the Tremont House, Bowdoin Sq., and Scollay Sq. (corner Court and Tremont Sts.) are the principal centres of horse-car traffic. Cars leave the Tremont House every few minutes for the Northern Depots, Chelsea Ferry, Mt. Pleasant (in Dorchester), Warren St. (Roxbury), Grove Hall, Dorchester, Norfolk House (Roxbury), Egleston Square, Forest Hill, Lenox St., Jamaica Plain, Brookline, Beacon St., and E. Boston. Also from Temple Place to Dudley St. (Roxbury), and Grove Hall *via* Shawmut Ave. From Scollay Sq., cars run to South Boston, City Point, Bay View, Charlestown Neck, Bunker Hill, Malden, Winter Hill, Medford, Union Square (Somerville), Chelsea, Revere Beach, Lynn, and Swampscott.

From foot of Summer St., cars to Dorchester and Milton. From Bowdoin Sq., cars on routes to the western suburbs, Cambridgeport, Riverside Press, Brighton, Newton Corner, Harvard Sq. (University), Mount Auburn, Watertown, Arlington, Somerville (*via* Craigie's Bridge). Cars also pass from Washington St. to Atlantic Ave. and the piers of the harbor and coast steamboats.

Steamships leave Boston as follows: — For Portland, daily, from India Wharf; for Eastport and St. John, tri-weekly, from Commercial Wharf; for Bangor, tri-weekly, from Lincoln's Wharf; for Halifax, semi-weekly, from Nickerson's Wharf; for Yarmouth, N. S., four times weekly, at noon, from Lewis Wharf; for New York, tri-weekly, from Central Wharf (freight line); for Philadelphia, semi-weekly, from Long Wharf; for Norfolk and Baltimore, semi-weekly, from Central Wharf; for Savannah, weekly, from Nickerson's Wharf; for Liverpool (Cunard Line), every Saturday, from the Cunard Wharf, East Boston. Also steamboats for the Kennebec, Gloucester, Provincetown, Portsmouth, Lynn, Plymouth, Nahant, and the landings in Boston Harbor. Sailing packets connect Boston with nearly every port of New England.

Boston (**Shawmut**, or "*Sweet Waters*"), the Puritan City, was first settled by a recluse Anglican clergyman, Willam Blackstone, about the year 1623. The adventurous colonists who landed at Salem, in 1630, soon moved a large party to Charlestown; but, finding no water there, they crossed to the peninsula of Shawmut, under the leadership of Isaac Johnson, landing on the present site of Boston, September 7 (O. S.), 1630. The name Boston was given to the place by order of the Court, in honor of that English city from which came Johnson and John Cotton, two of the early church fathers of the new settlement.*

In 1634 Blackstone, declaring "I came from England because I did not like the lord bishops, but I can't join with you, because I would not be under the lords brethren," sold the peninsula to the colonists for £30, and went into the wilderness. Governor Winthrop had previously constituted Boston the capital of the colony, and a strong tide of immigration set in. In 1631 the barque "Blessing of the Bay" was launched; in 1632 the first church was built; and in 1636–38 Harvard College was founded. In 1663 Josselyn writes: "The buildings are handsome, joining one to the other as in London, with many large streets, most of them paved with pebble-stones. In the high street towards the Common there are faire houses, some of stone," &c., — a great change since 1630, when one declared it to be "a hideous wilderness, possessed by barbarous Indians, very cold, sickly, rocky, barren, unfit for culture, and like to keep the people miserable." In the Pequot War of 1637, and King Philip's War (1675–76), Boston bore a large share, and hundreds of prisoners were guarded there. "Philadelphia was a forest, and New York was an insignificant village, long after its rival (Boston) had become a great commercial town."

The town gave men and money freely in defence of the frontiers against the Franco-Indian attacks, and fleet after fleet left its harbor to do battle on the eastern coasts. In 1704 the first American newspaper (the "Boston News-Letter") appeared here; in 1710 a massive wall of brick and stone foundation, with cannon on its parapets, and with two strong gates, was built across the isthmus, or neck, on the south, near the present Dover St. This, with the walls on on the water-front, 2,200 feet long, 15 feet high, and 20 feet thick, and the forts on Castle Island and Fort Hill, effectually guarded against attacks by the Dutch or French. In 1711, 5,000 of Marlborough's veterans, and a large Provincial force, encamped at East Boston, and thence sailed on Admiral Walker's disastrous expedition against Quebec. In 1739 sailed the fleet destined to attack Cuba, and of 500 men sent from the Massachusetts colony but 50 ever returned. Meantime France had erected a powerful fortress at Louisbourg, far in the north, and 4,100 soldiers, in 13 vessels, mounting 204 guns, sailed from Boston in 1745. They were joined at Canseau by 10 royal frigates; the "Massachusetts," 24, captured the French frigate "Vigilant," 64; and after firing 9,600 cannon-shot into Louisbourg it surrendered, with 2,000 men and 76 heavy guns. Restored to France by London treaty-makers, the work had to be done over again, and in 1758 Amherst and Boscawen gathered a royal and provincial army and fleet at Boston, attacked Louisbourg with 7,000 men and 57 sail, lost 400 men, and took the fortress, with 5,600 soldiers, 39 heavy guns, 6 line-of-battle ships, and several frigates. In 1745 the Duke d'Anville, with 16 ships of the line, 95 frigates, and a large army, was sent to retake Louisbourg and demolish Boston. A frightful storm shattered this armada, but he landed a strong force at Halifax, which annihilated a Massachusetts army in a battle at Grand Pré, and filled Boston with mourners. The feeling of discontent which had been growing since the forfeiture of the colonial charters in 1688, and which had been increased by arbitrary acts of royal governors and of the London cabinet, arose rapidly in 1762–65, on the passage of the "Writs of Assistance" and the Stamp Act. In 1768 two royal regi-

* Boston, in Lincolnshire, Eng., was founded in 650 by St. Botolph (boat-help), a pious Saxon and the patron-saint of English sailors.

ments from Halifax moved into the town, and riots and outrages began to be frequent. Reinforcements were sent again and again to the garrison, and Lieutenant-General Gage, the commander of the British forces, was appointed (1774) Governor of Massachusetts. Then ensued the gathering of the patriot armies at Cambridge, the blockade of the city, and consequent distress among its people, and the bombardments from the American lines. When Lord Howe was forced to evacuate the city, March 17, 1776, 3,000 loyalists chose to go with him, and on the same day the Americans took possession of battered and hungry and depopulated Boston.

Since the close of the Revolution the city has been engaged in great internal improvements, the construction of a network of railroads to all parts of New England, and the preservation and extension of its commerce. Great manufacturing interests centred here, and the city boundaries were again and again enlarged. In June, 1872, the Universal Peace Jubilee was held here (as projected and managed by P. S. Gilmore) in an immense wooden building on the Back Bay. This edifice (called the Coliseum) was 550 feet long, 350 feet wide, and 115 feet high, thus having an area greater than that of the Milan and Cologne Cathedrals united, or of St. Paul's (London) and St. Sophia (Constantinople) united. The Roman Coliseum held 87,000 spectators, but the Boston Coliseum could accommodate only 40,000 to 50,000. Great galleries ran around the hall, parlors, &c., were plentiful, and a forest of flags and national symbols was draped within and floated outside. Strong forces of police, firemen, and artillerists were constantly on duty at the Coliseum. Some of the music was emphasized by the booming of cannon near the building and the ringing of the city bells, while a large company of uniformed firemen accompanied the oft-repeated Anvil Chorus with ringing blows on anvils. Strauss, the Austrian composer of waltzes, and violinist, Mesdames Peschka-Leutner, Rudersdorff, and Goddard were there ; also the bands of the English Grenadier Guards, the French Garde Républicaine, and the Prussian Kaiser Franz Grenadier Regiment. These were aided by a grand orchestra of 2,000 musicians, and a chorus of 165 well-drilled societies, comprising 20,000 voices. The Jubilee lasted for 3 weeks (without accident or mischance), and was varied by a great Presidential Ball. Early in the next year the Coliseum was taken down.

The rapid extension of commerce, and the concentration of great manufacturing agencies in the city, produced a corresponding flow of wealth and growth of stately architecture. The streets between the Common and the Harbor, between Summer and State Sts., were lined with lofty and ornate commercial houses, unsurpassed elsewhere in the world, and crowded with valuable goods. There were tiers of streets lined with massive granite structures, which seemed as uninflammable as ravines in the solid rock. About 7 o'clock on the warm, moonlit evening of November 9, 1872, a fire broke out in a building on the corner of Kingston and Summer Sts. It speedily crept up from the lower story and turned the Mansard roof into a sea of flame. The fire started thence in three directions, and, fanned by the gale which it had formed, it swept up and down Summer St., and through the lateral avenues into Franklin St. and Winthrop Sq. The firemen, although heroically active, were driven before it, until early Sunday morning, when several buildings were blown up. About this time the fire was checked in its southward progress, and the whole Fire Department (reinforced from many towns within 100 miles) faced the destroyer on the north. From 2 to 3 o'clock Sunday morning the firemen fought the flames on Washington St., and after incredible efforts kept it on the lower side of the street, and saved the Old South Church, which was scorched and strewn with sparks. During the day the force at hand was directed on two points, the new U. S. Post Office on Devonshire Street, and the Merchant's Exchange, and in the narrow streets between Broad and Kilby Sts. Repulsed from the first two points, and after a time checked in its advance toward Kilby St., the fire sank rapidly under the cataracts of water which were being poured upon it from the steam-engines massed along State St. By mid-afternoon the danger was over, and many of the out-of-town engines were sent home. In less than 24 hours the richest quarter of Boston, covering about 50 acres, had been swept away, and nothing remained of those massive piles of granite and brick save a few ragged and tottering fragments of wall. The loss was not far from $70,000,000. To keep out the swarms of thieves, and to prevent the citizens and the scores of thousands of visitors from imperilling themselves, three regiments of State troops

NEW MAP OF BOSTON
DRAWN AND ENGRAVED EXPRESSLY FOR
BOSTON ILLUSTRATED
COPYRIGHT 1893 BY HOUGHTON, MIFFLIN & Co.
A.N. Houghton, Map Designer, Boston
PUBLIC BUILDINGS.
1. City Hall. H. 5.
2. County Court House. H. 5.
3. County Jail. G. 3.
4. Custom House. H. 6.
5. Navy Yard. L. 3.
6. Post Office. H. 6.
7. School Committee. F. 5.
8. State House. G. 4.
9. State House Extension. G. 4.
10. State Prison. I. 1.
11. U. S. Court Rooms. H. 6.
12. Water Department. A. 8.
MUSEUMS AND LIBRARIES.
15. Museum of Fine Arts. C. 4.
16. Museum of Natural History. D. 4.
17. Old South Collection. G. 5.
18. Old State House Collection. H. 5.
19. Boston Athenæum. G. 5.
20. Congregational Library. G. 5.
21. Gen. Theological Library. G. 5.
22. Mass. Historical Soc. H. 5.
23. N. E. Hist. Genealog. Soc. G. 4.
F. 3.
24 New Public Library. C. 4.
EDUCATIONAL.
30. Boston College. B. 7.
31. Boston University. G. 5.
32. College of Pharmacy. B. 4.
33. Conservatory of Music. B. 7.
34. Harvard Dental School. G. 3.
35. Harvard Medical School. C. 4.
Mass. Inst. of Technology.
36a. Rogers Bldg. D. 4.
36b. Walker Bldg. D. 4.
36c. Engineering Bldg. D. 4.
36d. Laboratory. D. 4.
36e. Workshop. C. 5.
36f. Architectural Bldg. D. 5.
37. Normal Art School. C. 4.
38. Chauncy Hall School. D. 4.
39. Notre Dame Academy. D. 4.
40. Horace Mann School. C. 4.
41. Boys' Latin and High School. C. 6.
42. Girls' High School. B. 6.
CHURCHES.
45. Arlington St., Unit. E. 4.
46. Berkeley Temple. D. 6.
47. Cathedral of the Holy Cross, R. C. C. 7.
48. St. Cecilia, R. C. B. 5.
49. Central, Cong. D. 4.
50. Christ, Epis. K. 4.
51. Church of the Advent, Epis. F. 3.
52. Church of the Disciples, Unit. B. 5.
53. Church of the Immaculate Conception, R. C. A. 7.
54. Church of the Messiah, Epis. A. 4.
55. Church of the Unity, Unit. B. 6.
56. Clarendon St., Baptist. C. 6.
57. Emmanuel, Epis. E. 4.
58. First Unit. D. 4.
59. First Baptist. D. 4.
60. First Presbyterian. D. 5.
61. Church of the Holy Trinity, R. C. D. 6.
62. Jewish Synagogue. A. 5.
63. King's Chapel, Unit. G. 5.
64. Mount Vernon, Cong. B. 5.
65. New Old South, Cong. C. 4.
66. Park St., Cong. G. 5.
67. People's, Methodist. D. 5.
68. St. Andrew's, Epis. G. 4.
69. St. James, R. C. F. 6.
70. St. John the Evangelist, Epis. G. 4.
71. St. John's, Epis. (Charlestown). K. 2.
72. St. Mary's, R. C. I. 4.
73. St. Paul's, Epis. G. 5.
74. St. Stephen's, Epis. D. 7.
75. Second Unit. D. 4.
76. Second Universalist. D. 5.
77. Shawmut Cong. B. 6.
78. Shawmut Univ. B. 6.
79. South Cong., Unit. C. 4.
80. Spiritual Temple. C. 4.
81. Swedenborgian. G. 5.
82. Tremont St. Meth. B. 6.
83. Trinity, Epis. D. 4.
84. Union Cong. B. 6.
85. Union Temple. G. 5.
86. West. H. 4.
87. Warren Ave., Baptist. C. 5.
95. Congregational House. G. 5.
96. Diocesan House. G. 4.
97. Unitarian Building. G. 5.
98. Wesleyan Building. G. 5.
99. Y. M. C. Association. D. 4.
100. Y. M. C. Union. F. 6.
101. Y. W. C. Association. E. 6.
HOSPITALS AND CHARITIES.
105. Children's Hospital. A. 4.
106. Children's Mission. E. 6.
107. City Hospital. A. 7.
108. Emergency Hospital. F. 6.
109. Eye and Ear Infirmary. F. 3.
110. Homœopathic Hospital. A. 7.
111. Mass. General Hospital. G. 3.
112. Charity Bureau. H. 4.
HOTELS.
120. Adams House. F. 5.
121. American. H. 5.
122. Bellevue. G. 5.
123. Boston Tavern. G. 5.
124. Brunswick. D. 4.
125. Clarendon. C. 6.
126. Clark's. F. 5.
127. Copley Square. C. 4.
128. Crawford. H. 5.
129. Grand. D. 7.
130. Huntington. C. 4.
131. Langham. A. 6.
132. Oxford. C. 4.
133. Parker's. G. 5.
134. Quincy. H. 5.
135. Revere. H. 4.
136. Reynolds'. F. 6.
137. Thorndike. E. 5.
138. Tremont. G. 5.
139. United States. F. 6.
140. Vendome. D. 4.
141. Victoria. D. 4.
142. Young's. H. 5.
RAILROAD STATIONS.
150. Albany. F. 7.
151, 153, 154. Union Station: Boston & L. S., Maine R. R. all Div'ns and Fitchburg R. R.
155. New York & New England. RR. G. 7.
156. (N. Y., N. H. & H. R. R.) Old Colony System, Knoeland St. Station F. 7.
157. Old Colony System, Providence Division (N. Y., N. H. & H. R. R.) E. 5.
158. Revere Beach. H. 7.
NEWSPAPER OFFICES.
161. Advertiser and Record. H. 5.
162. Globe. H. 5.
163. Herald. H. 5.
164. Journal. H. 5.
165. Post. H. 5.
166. Transcript. G. 5.
167. Traveller. H. 5.
168. News Bureau. H. 6.
EXCHANGES.
175. Real Estate Ex. H. 6.
176. Chamber of Commerce. H. 6.
177. Fruit and Produce Ex. I. 6.
178. Stock Exchange. H. 6.
THEATRES AND HALLS.
181. Boston Museum. H. 5.
182. Boston Theatre. F. 5.
183. Bowdoin Sq. Theatre. H. 4.
184. Casino. C. 6.
185. Columbia Theatre. E. 7.
186. Keith's Theatre. F. 5.
F. 6.
188. Grand Museum. D. 7.
189. Grand Opera House. D. 7.
190. Hollis St. Theatre. E. 6.
191. Howard Athenæum. H. 5.
192. Lyceum Theatre. F. 6.
193. Park Theatre. F. 6.
194. Palace Theatre. H. 5.
195 Austin & Stone Museum. H. 5.
196. Tremont Theatre. F. 5.
200. Chickering Hall. F. 5.
201. Faneuil Hall. H. 5.
202. Horticultural Hall. G. 5.
203. Huntington Hall. D. 4.
204. Masonic Temple. F. 5.
205. M. C. M. A. Halls. B. 4.
206. Music Hall. G. 5.
207. Odd Fellows' Hall. D. 6.
208. Steinert Hall. F. 5.
209. Tremont Temple. G. 5.
210. Turnhalle. D. 6.
211. Castle Sq. Theatre.
CLUB HOUSES.
213. Algonquin. C. 3.
216. Appalachian Au'n. G. 5.
217. Architectural. G. 5.
218. Art. C. 4.
219. Athletic. C. 4.
220. Elysium. B. 4.
221. Mayflower. G. 5.
222. New Riding. A. 3.
223. Paint and Clay. G. 5.
224. Press. G. 5.
225. Puritan. F. 4.
226. St. Botolph. E. 4.
227. Somerset. F. 4.
228. Suffolk. G. 5.
229. Tavern. E. 5.
230. Temple. G. 5.
231. Tuft's. H. 6.
232. Union. G. 5.
233. Union Boat. B. 4.
234. University. G. 5.
235. Woman's. D. 6.
PARKS AND SQUARES.
240. Adams Square. H. 5.
241. Back Bay Fens. A. 2.
242. Blackstone Square. B. 6.
243. Bowdoin Square. H. 4.
244. Charlesbank. G. 5.
245. Chester Square. A. 6.
246. Common. F. 5.
247. Copley Square. D. 4.
248. Fort Hill Square. H. 6.
249. Franklin Square. B. 7.
250. Lynesborough Square. F. 4.
251. North Square. K. 5.
252. Park Square. E. 5.
253. Pemberton Square. H. 5.
254. Post Office Square. H. 6.
255. Public Garden. E. 4.
256. Sudley Square. H. 5.
257. Union Park. C. 6.
STATUES AND MONUMENTS.
260. Adams, Samuel. H. 5.
261. Cass. E. 5.
262. Columbus. C. 7.
263. Emancipation Group. E. 5.
264. Everett. E. 4.
265. Franklin. G. 5.
266. Garrison. D. 3.
267. Glover. D. 4.
268. Hamilton. E. 4.
269. Leif Ericsson. B. 2.
270. Mann. G. 5.
271. Prescott. L. 2.
272. Quincy. G. 5.
273. Sumner. E. 5.
274. Washington. E. 4.
275. Webster. G. 5.
276. Winthrop. H. 5.
280. Army and Navy. F. 5.
281. Brewer Fountain. G. 5.
282. Bunker Hill. L. 2.
283. Crispus Attucks. F. 5.
284. Ether. E. 4.
CEMETERIES.
290. Central (Common). F. 5.
291. Copp's Hill. K. 4.
292. Granary. G. 5.
293. King's Chapel. G. 5.
294. Old Charlestown. K. 1.
MISCELLANEOUS.
295. Ames Bldg. H. 5.
296. Cadets' Armory. D. 5.
297. East Armory. B. 7.
298. Quincy Market. H. 5.
299. Sears Bldg. H. 5.
300. Smith Armory. C. 5.
301. Telephone. H. 6.
302. Youth's Companion. D. 5.
303. Allen Gymnasium. C. 4.
304. Boston Storage Warehouse. A. 4.
CHARLESTOWN
BOSTON
SOUTH BOSTON
SOUTH BAY
FORT POINT CHANNEL
CHARLES RIVER
BOSTON HARBOR
NAVY YARD
COMMON
PUBLIC GARDEN
BACK BAY
Boston & Albany R.R.
Old Colony R.R.
New York & New England R.R.
Boston & Maine R.R.
Hoosac Tunnel Dock & Elevator Co.
Boston Gas Light Co. Wharf
Cunard Wharf
Portland Line
Bangor & Mt. Desert Steamers
Beverly & Marblehead Steamers
Halifax Steamers
Plymouth Steamer
Lowell
Lawrence
Haverhill
Nashua
Manchester
Concord
Portsmouth
Dover
Exeter
Newburyport
Rockport
Gloucester
Salem
Lynn
Marblehead
Swampscott
Nahant
Chelsea
Revere
Winthrop
Hull, Hingham, Nantasket
Boston, Revere Beach & Lynn R.R. Ferry
Gloucester Line
Norfolk & Baltimore Line
Philadelphia Steamers
Providence Steamers
Fall River Line
Stonington Line
Old Colony Railroad
Mt. Wollaston Branch
Shawmut Branch
Milton Branch
Dorchester Branch
Neponset Branch
Roxbury Branch
Highland Branch
Providence Division
Stoughton Branch
Canton Branch
Franklin Branch
Attleboro Branch
Woonsocket Branch
Framingham Branch
Worcester Branch
Natick Branch
Wellesley Branch
Newton Branch
Brighton Branch
Watertown Branch
Waltham Branch
Lexington Branch
Arlington Branch
Belmont Branch
Fitchburg R.R.
Lexington Branch
Boston & Maine R.R.
Somerville Branch
Medford Branch
Malden Branch
Everett Branch
Lynn Branch
Saugus Branch
Boston & Lowell R.R.
Lowell Branch
Wilmington Branch
Reading Branch
Stoneham Branch
Woburn Branch
Winchester Branch
Arlington Branch
Lexington Branch
Concord

Tremont
Worcester
West Concord
Camden
Washington
Northampton
Springfield
Stoughton
Concord
245
131
107
297
110
33
30
93
6
7

were called out, who formed a line of guards around the burnt district, which was thus picketed and held under martial law for many days. Less than thirty lives were lost during the fire. The rapid and resistless spread of the conflagration (which would have been impossible in a European city) has been attributed to the narrow streets, the thin partition walls, and the universal use of lofty Mansard roofs built of light timber and planking, and too high from the street to be reached by the water from the engines. "The best treasure of Boston cannot be burnt up. Her grand capital of culture and character, science and skill, humanity and religion, is beyond the reach of flame. Sweep away every store and house, every school and church, and let the people, with their history and habits, remain, and they still have one of the richest and strongest cities on earth."

Boston, the capital of the State of Massachusetts, and the metropolis of New England, is one of the most ancient and famous of the American cities. Its colonial and Revolutionary epochs were filled with incidents of rare heroism and surpassing interest, while the later and more peaceful years have been rich in the triumphs of commerce and industry. Although it has lost its former commercial supremacy, it still ranks as the second American city in this regard, and is carrying through vast railroad projects in order to keep its position. It is built on a deep inlet at the head of Massachusetts Bay, and favorably situated either for foreign traffic or for its vast trade with the manufacturing towns of New England. So the city has grown rapidly, its population of 30,049 in the year 1800, and 70,713 in 1830, having increased by 1890 to 448,477, with a valuation of $ 672,500,000. The cramped limits of the peninsula being too narrow, large tracts of land have been added by filling up the tide-water flats and coves, and by the annexation and settlement of neighboring towns. In spite of its frequent fires and rapid changes, Boston has more of a European appearance than any other American city, and it has also a calm, cold, and reserved aristocracy of old families. The intellectual and musical culture of its citizens is renowned, and the most radical and advanced schools of politics, philosophy, and religion find their home here. As for the numerous charitable houses of the city, they have generally won the highest praise, even the censorious Dickens saying: "I sincerely believe that the public institutions and charities of this capital of Massachusetts are as nearly perfect as the most considerate wisdom, humanity, and benevolence can make them." The district lying between State, Court, and Cambridge Sts. and the waters of Charles River and the Harbor, was, in the olden time, the most important part of the city, although it is now given to the purposes of trade and the dwellings of the lower classes. Commercial St., forming 3 sides of a square, bounds a great part of it, and opens on a continuous line of wharves. The great Northern depots of the Lowell Railroad (for Vermont and Montreal), the Eastern Railroad, the Fitchburg, and the Boston and Maine Railroad, are situated near each other, on and near Causeway St.

Copp's Hill, in the northeast part, was the site of a British fort, which took an active part in the Bunker Hill battle, in 1775, and burned

Charlestown with a shower of hot shot. The ancient burying-ground first used in 1660 occupies the brow of the hill, and has been sacredly preserved. Here are buried three fathers of the Puritan Church, Drs. Increase, Cotton, and Samuel Mather. The cemetery is open to the public.

Near Copp's Hill, on Salem St., is **Christ Church** (Episcopal), the oldest church edifice in the city (consecrated in 1723). A fine chime of bells is in the tower, and its music is almost coeval with the church. Near the West Boston Bridge is the large granite building of the Massachusetts General Hospital, a noble charitable institution with rich endowments.

***Faneuil Hall,** "The Cradle of American Liberty," was built and given to the city in 1742, by Peter Faneuil, a *Huguenot* merchant. It was burnt in 1761, and rebuilt in time to serve the British 14th Regiment for barracks (1768). During the later popular excitements many stirring orations were made here, until, during the siege of 1775 – 76, the royal officers turned it into a theatre. The Hall, 76 feet square and 28 feet high, has no seats, and will accommodate a great audience. In time of great military or political emergencies, the men of Boston flock to Faneuil Hall by thousands. Here are copies of some good portraits: Peter Faneuil, *Sargent;* George Washington, *Stuart;* Commodore Preble, General Warren, John Q. Adams, *Webster replying to Hayne, *Healy;* Edward Everett, Abraham Lincoln, John A. Andrew, *Samuel Adams, *Copley* (his masterpiece); and others. Fronting Faneuil Hall is the (586 ft.) long granite building of the Quincy Market, where all kinds of meat, fish, fruit, and vegetables are exposed in tempting profusion. Not far from the Market is the ***U. S. Custom House,** perhaps the most massive and imposing building in Boston. It was built 1837 – 49, at a cost of nearly $1,100,000, and its walls, roof, and dome are of granite. The building is in the form of a Greek cross, and is surrounded by 32 immense columns, 5 ft. thick and 32 ft. high. The great granite warehouses (State St. Block, &c.) in the vicinity are worthy of attention; and the handsome new Chamber of Commerce. The great office-structures of the State-Street Exchange, the Massachusetts-Hospital Life-Insurance Co., and the Fisk, Sears, and Ames buildings give a metropolitan air to State Street. The Wall Street of Boston, the haunt of its bankers and brokers, is the part of State Street between Broad Street and the **Old State House.**

This ancient edifice was built in 1748, and long used by the legislature of the colony. On March 5, 1770, a collision occurred between the townspeople and the British main-guard stationed here, and a volley was fired, killing four and wounding many of the crowd. This affair was called the

"Boston Massacre," and the soldiers were tried before the Colonial Court on the charge of murder, and exonerated. The old Council Chamber and Representatives' Hall have been restored by the Bostonian Society, and contain an interesting museum of colonial pictures and antiquities (open free, daily from 9.30 to 5). The great Ames and Sears Buildings tower over the Old State House. Just above, on Court Sq., is the heavy front of the Suffolk-County Court House, back of which, and fronting on School St., is the ***City Hall,** built in 1862–65. $160,000 were appropriated to build it, and it cost really more than $500,000. It is of white Concord granite, in the Italian Renaissance architecture, with 138 ft. front, and 95 ft. height, the Louvre dome which is the headquarters of the fire-alarm being 109 ft. high. The Council Chambers are fine, and so is the whole interior arrangement. In front of the City Hall is a bronze *statue of Benjamin Franklin*, 8 ft. high, on a base of *verde antique* and granite, with historic bronze medallions on the sides. The artist was R. S. Greenough, and the means of its erection ($20,000) were raised by the people.

Benjamin Franklin was born in Boston in 1706. He was apprenticed to his brother, a printer, but ran away to Philadelphia in 1723. There he rose steadily until in 1764 he was sent to England as colonial agent, when, in 1766, he spoke before the House of Commons, and the Stamp Act was repealed. Elected to Congress, he was on the committee on the Declaration of Independence, and signed that document. From 1776 to 1785 he was Minister to France, with which he procured the treaty of alliance of 1778 which saved the Republic. His later works were of diplomacy and philanthropy, and he founded the Abolition Society. He invented the harmonica, and the Franklin stove; and in 1752 found the identity of lightning and the electric fluid by means of a kite. His scientific labors won him high honor in Europe.

Opposite the City Hall is the Parker House, and to the right is King's Chapel. Here also is the statue of Mayor Quincy.

On Washington St. (corner of Milk St.) stands the **Old South Church,** the shrine of Boston. It was built in 1729, on the site of a cedar-wood church which had been built in 1669. The exciting meetings of the people in the late colonial days were held here, and thence marched the disguised men to the attack on the tea ships (Dec. 13th, 1773). In 1775 the pews were removed, and a riding-school for the British cavalry was here formed, the interior being well packed with gravel, and a liquor saloon being placed in one of the galleries. The church was restored in 1782, and contained (until 1873) two galleries, many square "pues on ye lower flore," and a pulpit overarched by a sounding-board. Externally it was plain, with a high spire, and a clock. "More eyes are upturned to its clock daily than to any other timekeeper in New England." Franklin was baptized here (in the older church); Whitefield has preached here; for one hundred and sixty years the election sermons (before the legislature, council, and governor) have been delivered here; it was saved, by deathless heroism, from the Great Fire; and in June, 1876, the society which owned this venerable building took the extraordinary step of

selling it at auction. The building is now owned by a patriotic association, and contains a rare museum. (Open from 9 to 6, daily; 25 cents.)

The ***U. S. Post-Office** extends from Milk St. to Water St., and has a front of 200 ft. on Devonshire St. It is built of Cape-Ann granite, in Mr. Mullet's Renaissance architecture, with an immense Mansard roof and corner pavilions. Its great size, and the fineness of the materials, render this an imposing building. The front on Milk St. was so much cracked and injured in the Great Fire (against which the structure was well defended), that much of it had to be rebuilt. On the second floor is the **U. S. Treasury,** occupying a richly adorned hall (open from 10 to 2), 50 ft. high, with 8 large chandeliers. The adjacent safe usually contains $14–20,000,000 in coin and treasury-notes. In the corridor are sets of coast-survey and postal-route maps. The extension of this building to Post-Office Square is
220 ft. long and 102 ft. high, with side towers 132 ft. high, and a central tower 190 ft. high, overarching the lofty main entrance and adorned with statuary. This extension will necessarily harmonize with the older part of the building, though in richer and more picturesque architecture.

Since the Great Fire of 1872 over $100,000,000 have been spent in rebuilding the burnt district, resulting in an architectural display which is probably unsurpassed in America. Large structures of harmonious design and admirable taste have been erected, with beautiful combinations of various colored stones, and costly practical appliances for business and security.

The Mutual Life Insurance Company of New York has a superb building on Post-Office Square, which has been built of Tuckahoe marble, at a cost of $900,000. It has 63½ ft. of frontage on the square, and 127 ft. on Pearl St.; and is provided with massive vaults, three elevators, brick-arched floors, and iron sashes and shutters. It is absolutely fireproof. The architecture is in modern French detail; and the chief ornament of the building is a graceful and richly carved white-marble tower 130 ft. high, containing an alarm bell and adorned with a brass railing.

The New-England Mutual Life Insurance Company has a stately building, adjoining the before-mentioned, with a frontage of 50 ft. on Post-Office Square, and 181 ft. on Congress St. It is of Concord granite, 7 stories high, with brick-arched floors and elevators. The basement contains the impregnable vaults of the Boston Safe-Deposit Company; the first floor is occupied by three banks; the second floor by the New-England Mutual Life Ins. Co.; and the remainder by miscellaneous offices. The architecture is Renaissance, and the Mansard roof contains two stories. A group of colossal allegorical statues crowns the main façade. This great edifice (with its land) cost nearly $1,000,000.

The Equitable Life Assurance Society has an immense building at

the corner of Federal and Milk Sts., opposite the Post-Office, on the site of Robert Treat Paine's house. It is of Quincy and Hallowell granite, on ponderous brick walls, with impervious concrete floors, brick partitions, and an iron roof. Ingeniously guarded safe-deposit vaults occupy the basements, banks and offices the main building and its far-viewing upper stories. There are 7 stories above the basements, with three elevators, and marble stairways and corridors. This company has risks amounting to $ 700,000,000. Elevators lead to the roof, whence is obtained a superb view of the harbor and environs.

The Rialto Building (corner of Devonshire and Milk Sts.), the Simmons Building (Congress and Water Sts.), and many other commercial palaces in this quarter will attract admiration. *Devonshire St.* runs from the Post-Office by several imposing structures to Winthrop Square, on which fronts the highly ornate *Cathedral Building*, which was burned out in December, 1879, with a vast number of books.

On the site of this edifice stood the ancient *Cathedral of the Holy Cross*, the scene of the labors of Bishop Cheverus (afterwards Cardinal and Archbishop of Bordeaux) and Bishop Fenwick. It was a great building in Ionic architecture, designed by Bulfinch. The first Puritan church in Boston was built in 1632, at the corner of State and Devonshire Sts. ; and on the corner of Federal and Franklin Sts. was the church which was established by the Presbyterians, and in which Belknap, Channing, and Gannett preached.

The visitor should also notice the superb Gothic building of white and black marble, extending along Franklin St. from Devonshire St. to Arch St., and pertaining to the Sears Estate. The Franklin and Brewer Buildings, and others in this vicinity, are worthy of close inspection. The wholesale book and paper trade has settled near Franklin St., up to Washington St., and in the adjacent Hawley St. Pearl St. and parts of Congress and High Sts. are famous all over the Union as the great centre of the boot and shoe trade. The wholesale dry-goods and millinery establishments are mostly on or near Summer St. The large shipping-houses are on and near the new and commodious water-front highway of *Atlantic Avenue.*

Washington St. is the main thoroughfare of Boston. On and near its line, between State and Franklin Sts., are the chief newspaper-offices and railroad-agencies. The *Daily Advertiser* and *Record* occupy the handsome marble-front building, 246 and 248 Washington Street, and in the same region stand the immense buildings of the *Herald* and *Globe*, and several other well-known newspapers. In times of popular excitement, this part of Washington Street is packed full of people eagerly watching the bulletin-boards, for election returns or other telegraphic news. At the corner of Milk Street is the venerable Old South Church, opposite the Transcript Building and Franklin Building (on whose site Benjamin Franklin was born). **Winter St.** diverges to the r., and is the headquarters of the retail trade in dry-goods and millinery, and a favorite shopping-place. Be-

yond West St. are the chief theatres, with several large new commercial buildings of attractive architecture. Beyond Boylston St. Washington St. passes on into the **South End,** growing wider and straighter as it emerges from the older part of the city. The diverging streets are lined with residences, and dotted with churches and schools.

St. James' Church (Roman Catholic) is on Harrison Ave., and is in Romanesque architecture. The interior is in the purest form of a classical basilica, the clerestory (reserved for the clergy) being upheld by 16 tall columns of Aberdeen granite. There are 3 altars of white marble; and the chancel-windows are of rich stained glass. The frescos represent scenes from the life of St. James. The church is 175 ft. long and 75 ft. wide. The *Church of the Holy Trinity* is on Shawmut Ave., and is of stone, in Gothic architecture, with a lofty and graceful spire. The **Hollis-St. Church** (Unitarian) is an antiquated structure occupying the place of a still older church (built in 1732). Among the clergymen of this society were Byles, West, Holley, Pierpont, and Starr King. The church building was abandoned in 1883, and remodelled into a theatre.

From Boylston Market Boylston St. runs out past the Common. At the corner of Tremont St., and facing the Common, is the great **Masonic Temple,** built 1864-67. The first Masonic Lodge in America met in Boston in 1733, since when the order has steadily grown, save during the days of the Anti-Masonic party. The Temple is a lofty edifice of granite, built in such forms of mediæval architecture as "to suggest the most effective poetical and historical associations connected with the Masonic institution." The interior contains Corinthian, Egyptian, and Gothic Halls, besides banqueting-rooms, &c. Opposite the Temple is the large and elegant Hotel Boylston in the Italian-Gothic style. The lofty brownstone building of the Hotel Pelham is on the opposite corner, next door to which is the * Boston **Public Library,** in a so-called fire-proof building of brick and sandstone. This Library contains 570,000 volumes, and 300,000 pamphlets, and is the largest in America, except the Library of Congress. The Lower Hall is devoted to popular books and a reading-room, while the noble Bates Hall, above, is reserved for more substantial works. All these rooms are open to the public, and any one can take books and read there, though only residents of the city can take books from the building. The walls of the rooms are covered with pictures, which form part of the collection of engravings formerly owned by Cardinal Tosti.

The **Tremont-St.** side of the Common is fronted by many bright shops, the musical headquarters of "Piano Row," and a perpetual procession of slow horse-cars. Near the corner of Tremont and Winter Sts. is St. Paul's Episcopal Church, of gray granite, with 6 columns of Potomac sandstone upholding a classic pediment. Near this, at the corner of Park St. (formerly called Brimstone Corner), is **Park-Street Church**, an old Puritan meeting-house, the citadel and stronghold of Orthodoxy. Adjoining the Church is the *Old Granary Burying-Ground*, where are buried Governor Bellingham (died 1673) and 8 other colonial and State governors, 2 signers of the Declaration of Independence, 6 famous divines, Peter Faneuil, who gave the Hall to Boston, Paul Revere, the Revolutionary hero, Chief Justice Samuel Sewall, **John Hancock** (see Quincy), and Samuel Adams.

Samuel Adams, born at Boston in 1722, was one of the leaders of the people in the agitations of 1764–75, and was proscribed by the royal government. In 1769 he advocated the independence of America, and during the Revolution directed the measures of Congress in the Northern war. "Though poor, Samuel Adams possessed a lofty and incorruptible spirit, was pure in morals, and grave and austere in manner, though warm in his feelings. As a speaker, he was pure, concise, logical, and impressive; and the energy of his diction was not inferior to the strength of his mind." The State has placed his statue in the Capitol at Washington. A granite pyramid is over the remains of Franklin's parents.

Opposite the Church, beyond the Phillips Building on Hamilton Place, is seen the plain wall of **Music Hall**. The entrances are from 15 Winter St. and from the foot of Hamilton Place. This is one of the most elegant and well-arranged halls in America, and has rare acoustic properties. In this hall stood the largest organ in the New World, containing 5,474 pipes and 84 complete registers, and encased in an elegant frame, with a colossal statue of Beethoven in the foreground. The organ was built by Herr Walcker, of Ludwigsburg, 1857–63, at a cost of $60,000. It was taken down in 1884, and carefully stored away. Farther along Tremont St., on the right, is the elegant white granite building of the **Horticultural Hall**, with a many-columned front, — Doric in the first story, Ionic in the second, and Corinthian in the third. The rich cornice is surmounted by a colossal Ceres, a copy from the ancient statue in the Vatican; while on piers, at the corners of the second story, are statues of Flora and Pomona. Fairs, floral shows, and lectures are held in the spacious halls above. Alongside the Hall is the Studio Building, the home of many local artists.

Tremont Temple comes next, with a plain Palladian front, and a great hall, which is used on Sunday by a Baptist church, and during the week for lectures, readings, etc. On the same side of the street is **King's Chapel**, built in 1754, by the Episcopalians, on the site of the first church of that sect in Boston (built 1689). King's Chapel was deserted by its

people when Gage and the Loyalists left the town, and was occupied by the Old South Society. At a later day, influenced by their rector, Rev. James Freeman, the few remaining churchmen revised their liturgy, striking out all Trinitarianism, and formed themselves into the first Unitarian church in Boston. Next to this Church is the burying-ground used by the Puritans from 1630 onward. Isaac Johnson, "The Father of Boston," was buried here ere the first year of the settlement was ended. About him his people were buried for many years. In one tomb is Governor John Winthrop, and his two sons, who were governors of Connecticut.

John Winthrop, a pious lawyer of Suffolk, led a colony to Salem in 1630. He moved his people to Boston and built up that place, where he ruled as Governor of Massachusetts, 1630–34, 1637–40, 1642–44, 1646–49. He was an amiable gentleman, a firm ruler, and a believer in moderate aristocratic principles, stating in his letter to the people of Connecticut, that "the best part of a community is always the least, and of that part the wiser are still less."

Other noted Puritans are buried here, and in the church are monuments to the families of Apthorp, Shirley, and Vassall.

Beyond the cemetery is a granite building, partly occupied by the **Massachusetts Historical Society,** which has a library of 30,000 books, and 800 volumes of MSS. Many ancient portraits (Increase Mather, Sebastian Cabot, &c.) adorn the walls, while relics of Washington and the Puritan governors, and of King Philip, the chair of Winslow, the swords of Church and of Governor Carver, are carefully preserved here. The New England Historic-Genealogical Society (18 Somerset St.) has a fine library, and a small collection of curiosities.

The Congregational-Club rooms and Pilgrim Hall are at the corner of Beacon and Somerset Sts. The *Congregational Library* is here, in the fire-proof Hitchcock Hall, and has 30,000 volumes and 130,000 pamphlets, with numerous portraits of ancient divines. The American Board of Commissioners for Foreign Missions also has its offices and museum in the Congregational House. The New-Church Union has a library and reading-room at No. 16 Arlington St.; and the Episcopal Diocesan House, on Joy Street. The Methodist headquarters is at 38 Bromfield St.; the American Unitarian Association, 25 Beacon St.; and the Baptist societies at Tremont Temple. The General Theological Library (6 Mt.-Vernon St.) and the old Boston Library (18 Boylston Place) are much used, and the reading-rooms of the Young Men's Christian Association (Berkeley and Boylston Sts.) and the Young Men's Christian Union (No. 20 Boylston St.) are pleasant, and freely open. The British, Irish, Scotch, Germans, and Italians have benevolent societies. In Boston there are 30 lodges, 8 chapters, and 6 commanderies of Masons, 37 lodges and 10 encampments of Odd Fellows, 15 divisions of Sons of Temperance, 9 Temples of Honor, 13 lodges of Good Templars, 14 posts of the Grand Army of the

Republic, 15 lodges of the Knights of Pythias, and 4 lodges of the Harugari (Germans).

On Tremont, near School St., is the **Boston Museum** (entrance fee, 30 cts.) where, in a lofty hall, a great number of rare things are shown, embracing curiosities from all parts of the world, casts, wax-figures, scores of portraits of eminent Americans (by West, Copley, Stuart, etc.), and Sully's great picture of Washington crossing the Delaware.

Boston Common. When the peninsula of Shawmut (now Boston) was bought from Blackstone for £30, in the year 1634, this tract was reserved by the colonists for a training-ground (parade) and pasture. Every attempt since made to occupy portions of it has been repulsed, except in the early days, when the ground between Park, Beacon, and Tremont Sts. was taken. Special care was taken, in 1822, when the city was formed, to withhold from the municipal government the power of alienating any part of the Common. Between 1656 and 1660 several persons were executed here on the charge of witchcraft, and for one hundred and fifty years after executions took place on the Common. During the summer of 1676 many scores of Indians caught red-handed were put to death here, among whom was the insurgent chief Matoonus. Thirty were executed in one day, and their heads were fastened on stakes and left in public places. About this time (1675) the traveller Josselyn speaks of it as "a small but pleasant Common, where the Gallants, a little before sunset, walk with their Marmalet-Madams, till the bell at 9 o'clock rings them home. In 1728 occurred a fatal duel, under the Old Elm, whereupon a law was passed, that persons killed in duels should be denied Christian burial, and should be buried transfixed with a stake. If the duel was not fatal, both parties should stand on the gallows one hour with a rope about their necks, and then be imprisoned for one year. So the so-called code of honor passed from the social system of Massachusetts. In 1749 George Whitefield preached to 20,000 persons in one body on the Common. During the American siege of Boston a British fort was built on the hill near the Elm Tree, which drew some of Washington's heavy shot. Races, parades, and military executions were meanwhile held here. The garrison of the town in 1812 encamped here, and so late as 1830 it was a cow-pasture enclosed by a two-railed fence. In 1836 the present iron-fence (1½ M. long) was built, and cattle were excluded. In the days of the Rebellion the assembling troops paraded here, and in the Great Fire of 1872 vast mounds of saved goods were piled along the malls and on the lawns.

Boston Common contains about 48 acres, and is rich in lawns and noble trees. No carriages are allowed to enter, and the walks are filled with people on pleasant summer evenings and Sundays. Under the stately elms of the Beacon and Tremont St. Malls are favorite promenades. Near Park St. is the Brewer fountain, made in Paris, and embellished with bronze statues of Neptune and Amphitrite, Acis and Galatea. Copies of this fountain have been made for the cities of Lyons, Bordeaux, and Alexandria (Egypt). The **Frog Pond** has a large fountain, supplied from Cochituate Lake, and near it stood the *Old Elm*, a venerable tree which antedated the foundation of the city, and was carefully preserved until Feb. 15, 1876, when it was blown down. On *Flagstaff Hill*, near the place of the Old Elm, the Soldiers' Monument has been built, over 90 ft. high, with historical reliefs, etc.; and at the four corners heroic statues of Peace, History, the Army, and the Navy. Above stand allegorical figures, — the North, South, East,

and West, — and above all a colossal America, resting on a hemisphere, guarded by four eagles, with the flag in her left hand, and wreaths and a sheathed sword in her right.

The west part of the Common is smooth and bare, and is reserved for a parade-ground and a ball-ground for the boys.

The **Public Garden** lies west of the Common, and contains 22 acres. In 1794, 6 ropewalks were built here, on tide-water flats, and most of the improvements have been made during the past 25 years. In its centre is a beautiful artificial serpentine pond of 4 acres, crossed by a fine bridge. Near Beacon St. is a bronze statue of *Everett*, by Story, modelled in Rome and cast in Munich. The monument to the discovery of anæsthetics (1868) is a rich and beautiful composition. **Venus rising from the Sea* is a lovely work, from above which, when the waters play, a fine spray falls about the figure, which is sometimes called "the Maid of the Mist." But the finest work of the kind in New England is the colossal equestrian **Statue of Washington*, by Ball, which fronts on Commonwealth Ave. The statue is 22 ft. high, on a pedestal 16 ft. high. The bronze work was done at Chicopee, in this State.

Commonwealth Ave. — which is 1½ miles long and is 240 ft. wide, with a park in the middle — runs W. from the Public Garden, and is lined with fine mansions. A statue of Alexander Hamilton is in the park. Nearly all the land north of Tremont and west of Arlington St. has been reclaimed from the water, and is now the finest part of the city. The new streets are alphabetically named, yet they avoid the weak sound of the upper New York and Washington city streets, having sonorous old English titles, — Arlington, Berkeley, Clarendon, Dartmouth, Exeter, Fairfield, Gloucester, &c. At the corner of Marlborough and Berkeley Streets is the *rich and elegant building (with English glass, a German organ, and an exquisite little cloister) of the **First Church** in Boston (Unitarian). This society dates from 1630. Near by, on the corner of Berkeley and Newbury Sts., is the miniature cathedral of the Central Congregational Society. It is of Roxbury stone, in cruciform shape, has a stone spire 240 ft. high, and is rich in lofty pointed windows, pinnacles, flying buttresses, &c. It cost $325,000. In this vicinity is the Emanuel Church (Episcopal) on Newbury St., and the fine brownstone Arlington St. Church (Unitarian) with its melodious chime of bells.

The ***Museum of Natural History** has a handsome building of brick and brownstone, at the corner of Boylston and Berkeley Sts. The interesting collections of this society are open free to the public from 9 until 5, on Wednesdays and Saturdays. Other days, 25 cents.

In the entrance-hall are fossil foot-prints from the Connecticut Valley, and several immense crystals of beryl, from New Hampshire. On the r. are rooms containing brilliant collections of minerals and ores, favorably arranged for study and inspection. To the l. of the entrance is the library of natural history, which

is adorned with several portraits. The great hall of the museum is reached by ascending from the entrance-hall, and is imposing in its proportions. It contains casts of the megatherium and the fossil armadillo, many cabinets of shells and fossils, and the most extensive collection of mounted skeletons in America, ranging from those of the elephant, dromedary, elk, and whale, down to specimens of the smallest animals, wonderfully delicate in their formation. Rooms opening out of the great hall contain fossils of every kind, shells, skeletons, and large stuffed animals. The galleries of these rooms are devoted to sponges, polyps, acalephs, and echinoderms (S. E. room); and to botanical collections, mosses, fungi, cones, and nuts (N. rooms).

The first tier of galleries in the main hall is devoted to butterflies and insects, shells and crustacea, birds, reptiles, mollusks, and other large and interesting cabinets. The second tier of galleries, with the rooms diverging therefrom, is occupied by a magnificent collection of mounted birds, including thousands of specimens, in almost every variety of species and color, size and form. In connection with this brilliant display are numerous cabinets of birds' nests and eggs.

On the same square as the Museum of Natural History is the classic building of the **Massachusetts Institute of Technology.** This is a popular and richly endowed school of collegiate rank, whose object is to teach the application of science to the useful arts, for which purpose it is provided with extensive cabinets and apparatus. It has 120 professors and officers, and 1,000 students. In this vicinity are the Hotels Kempton and Berkeley, the Y. M. C. A. building, and the stately Hotel Brunswick.

At the corner of Huntington Ave. and Clarendon St. is

* **Trinity Church** (Episcopal), an immense structure of Roxbury stone which has cost over $800,000. It is in the form of a Latin cross, with a semicircular apse, narrow aisles, and a retro-choir. Four massive piers sustain a central tower 57 ft. square, which, at the height of 150 ft., changes to an octagon pierced with 12 windows. The top is 210 ft. above the floor. The adjacent chapel is joined to the church by an open cloister. Nearly opposite Trinity, on Boylston St., is the brownstone building of the **Second Church** (Unitarian), with a beautiful interior. The *Chauncy-Hall School* adjoins this structure.

The new * **Old South Church** is at the corner of Boylston and Dartmouth Sts., and is a superb edifice of Roxbury and Ohio stone, which has cost $475,000. It is in the form of a Latin cross, 90 × 198 ft. in area, and the architecture is the North-Italian Gothic. The great tower is an imposing structure, 248 ft. high, with rich combinations of colored stones, and graceful windows. An arcade runs thence to the S. transept. Along the front is a belt of gray sandstone, delicately carved to represent vines and fruits, among which animals and birds are seen. The vestibule is paved with red, white, and green marbles, and is separated from the nave by a carved screen of Caen stone, supported on columns of Lisbon marble, and crowned by gables and finials. At the intersection of the arms of the cross the roof opens up into a lantern, 20 ft. square, and forming on the outside a pointed dome of copper, partially gilded. The

effect of the interior, finished in cherry, frescoed, and carved, is brilliant rather than solemn. The chancel-window cost $2,500, and represents the announcement of Christ's birth to the shepherds. The S. transept window shows the five parables; that in the N. transept the five miracles; and the windows of the nave show forth the prophets and apostles. The organ has 55 stops, and 3,240 pipes.

The ***Museum of Fine Arts** is on Copley Square, on Dartmouth St. and Huntington Ave., and is to consist of a great pile of brick buildings around two open courts (each 60 × 86 ft.). The exterior is adorned with roundels in English terra-cotta, containing portrait heads of eminent artists. The portico and front are now completed, and are singular pieces of architecture, the latter being adorned with a great terra-cotta bas-relief representing Art receiving the offerings of all nations. A companion relief showing the Union of Art and Industry has been placed on this front. An art school and library of high grade has been established in this building, under eminent patronage. On Saturdays and Sundays admission is free; on other days 25c. is charged. The basement contains offices and study-rooms. The first floor is given to sculpture, and has three halls, devoted respectively to Assyrian and Archaic Greek art, Middle Greek sculptures, and the works of the Romans and Byzantines. In the corridor are mosaics, heads, grafiti, and other ornaments. The second floor is devoted mainly to paintings, which are contained in the large hall on the N. This collection includes the Millet and Hunt pictures, and many of the best works belonging to private galleries in and near Boston, loaned temporarily by their owners. The Gray Collection of engravings is in a room opening from the gallery, beyond which is a chamber which is fitted up with antique English woodcarvings. At the end of the gallery is a hall reserved for the display of articles of *vertu*, armor, ceramic ware, etc.

The original works (numbers often changed) are, *Sortie from Gibraltar, *Trumbull* (his masterpiece); Arch of Octavius, *Bierstadt;* Belshazzar's Feast, *Allston* ("The American Titian"); Mount Washington, *Gay;* *Isaac of York, *Allston;* Indian Captive, *Weir;* Angels appearing to Shepherds, *Cole;* Priam and dead Hector, *Trumbull;* portraits of *Washington and his Wife, *Stuart;* Benjamin West, *Allston;* Daniel Webster, Chief Justice Marshall, *Harding;* William Tudor, *Sully;* the Rajah Rammohun Roy, *R. Peale;* William Wirt, *Inman;* *Count of Wurtemberg mourning over his Dead Son, *Ary Schaeffer;* Storm at Sea, *Hué;* Garden of Love, *Watteau;* two fruit-pieces, *Peter Boel;* Landscape, *Ruysdael;* Dante and Beatrice, *Schaeffer;* The Flaying of Marsyas, and the Golden Age, *Luca Giordano.* There are a great number of copies (in oil) of famous European pictures, and in one room 50 of the chromo-lithographs of the Arundel Society (London), being copies of famous religious paintings in the noontide of art. In these rooms are casts of the antique works, — the Quoit-Players, Piping Faun, Silenus and Bacchus, Boy with a thorn in his foot, the Venus de Milo, and the Dying Gladiator, with busts of Julius Cæsar, Augustus, Tiberius, Caligula, Claudius, Nero, Galba, Otho, Vitellius, Vespasian, Titus, Domitian, Nerva, Trajan, Hadrian, the Antonines, &c. A beautiful marble copy of the Venus de Medici is in one room, also (in marble) Greek Girl, by *Wolf;* *Maid of Carthage, *Greenough;* Will o' the Wisp, *Harriet Hosmer;* *Venus Victrix, *Greenough.*

One room is occupied by a large collection of Egyptian antiquities, embracing

hundreds of figures of the gods Osiris, Amun, Horus, Isis, &c., in bronze, marble, wood, porcelain, and terra-cotta ; also a large number of scarabæi, amulets, vases, and curious jewels. There are also seven human mummies, with a great number of funereal trappings, and mummies of monkeys, lambs, ibises, cats, hawks, mice, crocodiles, tortoises, snakes, &c. There are 1,100 pieces in this collection (catalogue, at the door, 25 cts.).

In the next room are several hundred lamps, amphoræ, cups, statuettes, heads, weapons, &c., from Idalium, on the Island of Cyprus, of great interest to the student of early Phœnician and Greek history. The Appleton collection is on the same floor, containing many Græco-Italian fictile painted vases from Etruscan and Campanian tombs. Some elaborate old cabinets contain fine Venetian glassware, and a large number of rich majolica plates are exhibited. A large piece of Gobelins tapestry (France crowned by Victory and attended by Minerva) occupies one end of the room ; at the other end is a group of plaster casts from famous Italian bas-reliefs, near which is a Madonna and Child, by *Luca della Robbia*, and the Virgin adoring the infant Jesus, by *Andrea della Robbia*. Two large pictures by *Boucher*, two by *Allston*, a large collection of ancient coins (a gold Alexander), and the rich oaken panels, carved and gilded, from the Château Montmorency, are worthy of note. The positions of the pictures and curiosities are so often changed that a more careful list would be of no permanent use.

The handsome * **First Baptist Church** stands at the corner of Commonwealth Ave. and Clarendon St., and is in the form of a Greek cross, with three rose-windows lighting the interior, which is 78 ft. high, and is surmounted by a basilica roof of stained ash. The tower is 176 ft. high, and is surrounded by a frieze containing colossal figures in high relief, representing the four Christian eras, Baptism, Communion, Marriage, and Death, — one on each side of the tower. At the corners of the frieze are colossal statues representing the Angels of the Judgment, with golden trumpets. The work was done by Italian artists, after designs by Bartholdi.

Near this point, in the Commonwealth-Ave. park, is a colossal bronze statue of Gen. John Glover, the commander of the Marblehead marine regiment in the Continental army. The superb marble building of the *Hotel Vendome* is farther out on the avenue, and Garrison's statue.

The **Young Men's Christian Union Building** is at No. 20 Boylston St., opposite the Masonic Temple, and has a handsome Gothic front of Ohio sandstone, with a tall clock-tower. It contains a library, reading-rooms, reception-room, parlors and class-rooms, a coffee-room, gymnasium, and a hall which seats 700 persons. The library consists of over 5,000 volumes ; and there are also collections of curiosities, which include 550 coins, 153 shells, 355 specimens of woods, 700 minerals, 3,500 insects, and 475 birds of Massachusetts, nests, Indian relics, etc. Near the new Old South Church is the building of the *Boston Art Club*, in which exhibitions of pictures are frequently given. Boylston St. runs out to the W. through an opulent quarter, passing the Public Garden and Copley Square, and giving access to the newly-built streets of the patrician West End, and the Harvard Medical School.

The * **Providence Railroad-Station** is on Columbus Ave., near the Common, and has no equal in America in beauty and convenience. The

architecture is Gothic, with a lofty clock-tower and a deep arcade on the front. The great hall is paved with marble, and adorned with a magnificent timber-roof. The waiting-rooms, café, offices, etc., open from this hall, which is 180 ft. long, 44 ft. broad, and 80 ft. high. At its end is the immense train-house, which is 588 ft. long and 130 ft. wide, with its roof supported on iron trusses.

Columbus Avenue runs nearly S. W. from the Common to Chester Park, and is a broad and straight street, with a wooden pavement, bordered by handsome residences. It is a favorite thoroughfare for the passage of military processions and other civic displays.

The First Presbyterian Church is at the corner of Columbus Ave. and Berkeley St. Opposite is the great Peoples' Church (Methodist), seating over 3,000 persons. Farther up the avenue is Dr. Miner's Univeralist Church, a large and costly structure with splendid stained-glass windows. The Union Congregational Church is still farther up, and is a picturesque and rambling building of Roxbury stone, with a stone spire and an open timber-roof. One square from the avenue to the l., on Canton St., is the Warren-Avenue Baptist Church.

Beacon Hill is N. of Boston Common, and is densely covered with brick houses, built along quiet and comparatively narrow streets. It derives its name from the fact that in the ancient colonial days permanent arrangements were made for beacon-fires to be kindled here to alarm the country in case of danger or attack. Boston University's chief hall is on Somerset St.; the church formerly occupied by Dr. Kirk is on Ashburton Place; the ritualistic Church of St. John (conducted by the Cowley Fathers) and the Swedenborgian Church are on Bowdoin St., and the Faith Training College is on Beacon-Hill Place. The quaint old **West Church** (Unitarian) is at the corner of Cambridge and Lynde Sts., and its pastors have been Mayhew, Howard, Lowell, and Bartol. The *City Jail* is a massive cruciform building on Cambridge St., near the Charles River.

The Charles River is crossed, at the foot of Cambridge St., by the long *West-Boston Bridge*, whence broad views are afforded over the water on either side. The house of the Union Boat Club is near Brimmer St. It is contemplated to line the water-front of the city, on this side, with broad esplanades, gardens, and promenades, connected with parks and forests in other parts of the municipality. The costly and handsome Church of the Advent (Ritualistic), on Brimmer St., is famous for its imposing choral services.

The * **State House** is on the summit of Beacon Hill, fronting the Common. Its corner-stone was drawn to the place July 4, 1795, by fifteen white horses, amid great ceremonies. The most prominent objects on the exterior are the fine Corinthian colonnade and the high round dome. When the Legislature (or General Court) is in session, flags are displayed from the building. The * Doric Hall, at the entrance, is a neat marble-paved room, supported by columns, and surrounded by high niches, fronted with plate-glass, in which are gathered the banners of the Massachusetts regiments borne in the War for the Union. On the right are busts of Charles Sumner and Samuel Adams, and on the left a bust of Abraham Lincoln and a statue of Gov. John A. Andrew, by *Ball.* In a marble-paved and banner-hung rotunda, opening on the Doric Hall, is Chantrey's * Statue of Washington, in front of which are copies of the monuments of the old Washington family, at Brington, in Northamptonshire. The House of Representatives (up stairs to the left from the Doric Hall) is a plain and somewhat crowded hall, with a codfish hanging from the roof, as emblematic of a prolific source of the wealth of the State. The Senate Chamber is on the other side, and is adorned by some old portraits and trophies. The extensive State Library is in the west wing. From the dome of the State House (open when the Legislature is not in session) is obtained a fine * view. Boston Harbor, with its islands, and peninsulas, and the distant blue ocean, fill the east; in the north are Charlestown, its Navy Yard and Monument, with Lynn, Chelsea, Malden, and Medford; to the west, Charles River and Back Bay, Cambridge, Brighton, Brookline, and Newton; and in the south, Roxbury and Dorchester, with the blue hills of Milton far away. On the terraces in front of the building are bronze statues of Daniel Webster and Horace Mann, the great educationist. The house opposite (corner Park and Beacon Sts.) was for 40 years the home of George Ticknor, author of the "History of Spanish Literature," in 3 volumes (translated into German and Spanish), who bequeathed 5,000 Spanish books to the Public Library. The Union Club (600 members), a patriotic organization formed in 1863, occupies the next house below (on Park St.). On Beacon St., near the State House, is the * **Boston Athenæum,** a neat brownstone building, in the Palladian style. On the lower floor is the library of the American Academy of Arts and Sciences, and a large reading-room adorned with statuary. In the vestibule are casts of Houdon's Washington and of Sophocles, also a marble statue — The First Inspiration of Columbus — by *Montaverde,* and a bronze group — the Boy and the Eagle — by *Greenough.* On the r. is the entrance to the reading-room, in which the newspapers and magazines are kept. On the second floor is the library, which now contains 180,000 volumes, and is the favorite resort of the cultured higher classes of Boston. Only members of the Athenæum and

(temporarily) persons introduced by them are allowed to use the library and reading-room. The Athenæum was organized in 1807, and occupied its present building in 1847. It has real estate and books worth $400,000, and over $250,000 in funds. The pictures pertaining to the society have been transferred to the Museum of Fine Arts.

The offices of **Boston University** are at No. 12 Somerset St. This institution was founded in 1869, with munificent endowments, and has already attained a high rank. It consists of a group of colleges and schools, with 627 students (144 of whom are young women). The College of the Liberal Arts is at 20 Beacon St., and has 17 instructors and 82 students. The College of Music (at Music Hall) has 15 instructors and 21 students; and the College of Agriculture is affiliated with the Mass. Agricultural College.

The professional schools include the School of Theology (Methodist), with 14 instructors and 101 students, its headquarters being at 36 Bromfield St. The School of Law is on Ashburton Place, and has 16 instructors and 141 students. The School of Medicine is on E. Concord St., and has 28 instructors and 172 students. The School of Oratory is at 18 Beacon St., and has 12 instructors and 80 students. The School of All Sciences (11 students) is a *schola scholarum*, or department for elective post-graduate study, and is affiliated with the universities at Athens and Rome.

The **Somerset Club** occupies a richly furnished and luxurious house at Beacon St., adorned with many works of art. It is the favorite resort of the men of fashion and wealth, and includes in its membership Charles Francis Adams, Robert C. Winthrop, J. Q. Adams, H. B. Sargent, and many other notables. The **Union Club** is also famous for its brains and culture, and is the resort of middle-aged gentlemen, among whom the Harvard element is strong. The house is on Park St., and is very comfortable and quiet, being also adorned with a few rare paintings. Here Edward Everett, Gov. Andrew, and Charles Sumner passed much of their time. Among the members are Judge E. R. Hoar, R. H. Dana, Jr., Gov. Rice, Prof. Ware, Chief Justice Gray, Henry L. Pierce, and other eminent men.

Near the Athenæum is *Pemberton Square*, the site of an old Indian necropolis, where 300 skulls were dug up in Cotton Mather's time. Governor Endicott and Sir Henry Vane lived near this spot, and in later days it was an aristocratic centre. The tall old brick houses are now used for the offices of lawyers and business-agencies of various kinds. *Louisburg Square* is a stately and silent place on the farther slope of Beacon Hill, embellished with statues of Aristides and Columbus.

The new Suffolk-County Court-house, between Somerset St. and Pemberton Square, cost several million dollars.

East Boston (*Maverick House*) is an island-ward, with docks of transatlantic steamships, and many manufactories. In 1833 it had 8 inhabitants; now it has 40,000.

South Boston, separated from the city by an arm of the harbor, is a hilly peninsula of 900 acres, with 70,000 inhabitants, and large manufactories. Electric cars run from Boston, along the pleasant tree-shaded Broadway, to the *Marine Park,* where a capital statue of Admiral Farragut was dedicated in 1893. A long bridge leads to Castle Island and Fort Independence, by the courtesy of the United States a part of the park.

The *Perkins Institution for the Blind* was founded in 1831, by Dr. S. G. Howe. It was favored by liberal popular contributions, and now occupies large buildings on Mt. Washington (open Thursdays, at 11). Charles Dickens visited this institution, as also the Insane Hospital and House of Correction, near Independence Square.

"Such are the institutions at South Boston. In all of them the unfortunate or degenerate citizens of the State are carefully instructed in their duties both to God and man; are surrounded by all reasonable means of comfort or happiness that their condition will admit of; and are ruled by the strong Heart, and not by the strong (though immeasurably weaker) Hand." — DICKENS.

The extensive Carney Hospital (managed by Sisters of Charity) is near by on the hill, and above it is a reservoir and small park near the site of the old fort. On the bright, moonlit night of March 3, 1776, General Thomas and 2,000 Americans advanced quietly to this point (Dorchester Heights), and, when morning dawned, two strong forts were completed within point-blank range of Boston. Lord Percy and 2,400 royal troops were ordered to attack them, and Washington himself, with 4,000 men, awaited the onset. But a storm, "propitious to the real interests of the British army," prevented Percy from crossing the harbor. A few days later the city was heavily bombarded, and a new fort having been built still nearer, the royal forces were forced to evacuate Boston, March 18, sailing away in 150 transports, and carrying with them 1,000 New-Englanders who remained loyal to King George. From this little park a fine view is obtained of Boston and its harbor, and of Dorchester and the southern suburbs.

The South End.

The district south of Boylston and Essex Sts. is mainly occupied by dwelling-houses, and Washington St., with its retail stores and hotels, runs through its centre. The greater part of this district has been reclaimed from the water. Near the line of Dover St. a wall garnished with cannon formerly crossed the Neck and defended the town. Union Park and Worcester and Chester Squares are embellished with trees and fountains and surrounded with fine residences. Columbus Ave., on the north, is a broad thoroughfare, forming an admirable drive-way. On Tremont St. is the imposing white granite edifice of **Odd Fellows' Hall** (built 1871–73), and beyond it some fine churches, the best of which is the quaint and rambling Methodist Church. On Harrison Ave., near Concord St., is the **City Hospital,** with a fine building (surmounted by a dome) in the centre, joined to the spacious wings by curving colonnades. Near the Hospital is the Catholic Home for Orphans, and the Jesuit Church of the Immaculate Conception (with a fine interior, and famed for its music), connected with which is Boston College. The church and college cost over $350,000,

and are powerful centres of Catholic influence. The interior of the church is finished in white, with brilliant paintings in the chancel.

Near the point where Washington St. runs between the pleasant little parks of Franklin and Blackstone Squares is the great New-England Conservatory of Music. Brookline St. runs N. W. to the **Shawmut Congregational Church,** which has a tall and plain campanile and a richly adorned interior. On W. Newton St. is the large structure occupied by the *Girls' High and Normal School*, near the beautiful Corinthian colonnade of the *Church of the Unity*. The streets in this quarter are almost entirely occupied by dwelling-houses, and are dotted here and there with churches.

The * **Cathedral of the Holy Cross** (Roman Catholic) is at the corner of Washington and Malden Sts., and covers more than an acre of ground, its greatest length being 364 ft., with a breadth of 170 ft. It is in the simplest form of early English Gothic architecture, with very slight adornment; and was built between 1867 and 1875. The great towers are to be surmounted by spires, respectively 300 and 200 ft. high. The nave is 95 ft. high, to its vaulted oaken roof; and is separated from the aisles by two rows of clustered metallic pillars, bronzed and polished, between which are Gothic arches. The entrance from the marble-paved vestibule is under arches made from the bricks of the old Ursuline Convent at Somerville, which was destroyed by a mob in 1834. Near the octagonal apse are several chapels, the costly high-altar, the archiepiscopal throne, the chantry, and the beautiful Chapel of the Blessed Sacrament. The stained-glass windows in the chancel represent the Crucifixion, Nativity, and Ascension. The transept-windows are each 40 × 20 ft. in area, that on the r. representing the Finding of the True Cross, the other the Exaltation of the Cross by the Emperor Heraclius after its recovery from the Persians. The clerestory windows are also stained. The superb organ is built around the great rose-window, and is the fifth in size in the world, having 5,292 pipes, and nearly 100 stops. Under the building are chapels and class-rooms, and the crypt for the burial of bishops. The artistic adornment and enrichment of the Cathedral is to be the work of the coming centuries.

The external length of this building is greater than that of the cathedrals at Vienna, Munich, Ratisbon, Orvieto, Messina, Monreale, Pisa, Venice, Freibourg, Treves, or St. Denis. It is higher than the cathedrals of Vienna, Munich, Spires, Paris, Strasbourg, Freibourg, Rheims, Chartres, Antwerp, or St. Ouen at Rouen. The New-York and Montreal cathedrals are its only rivals in America.

Washington St. soon reaches the *Highland District* (the ancient Roxbury), and enters a region of undulating hills, where its divergent streets are overarched with trees. Harrison Ave., Shawmut Ave., and Tremont St. run nearly parallel with Washington St. from the vicinity of the

Common to the Highlands, and each of them is the route of a car line.

Chester Park crosses Washington St. at right angles, and is lined with handsome residences. Near its centre is a pleasant square, with abundant trees and a musical fountain. West Chester Park runs across the new-made land to Beacon St., near the new Back-Bay Park, with its sedgy water-courses and noble masonry, passing Gov. Ames's palace.

Among the eminent natives of Boston are the divines Increase Mather and Cotton Mather, John Cotton, Mather Byles, Thomas Prince, the annalist; Jeremy Belknap, historian of New Hampshire; William Bentley, John Pierce, Leonard Withington, N. L. Frothingham, F. W. P. Greenwood, John A. Vinton, S. G. Bulfinch, W. H. Channing, Bishop J. B. Fitzpatrick, E. O. Haven, John Weiss, C. D. Bradlee, and Phillips Brooks. Among the Boston-born authors are Isaiah Thomas, Thomas Pemberton, B. Austin, Wm. Tudor, W. H. Sumner, Jas. Savage, J. T. Austin, L. M. Sargent, Eliza L. Follen, A. H. Everett, George Ticknor, Caroline Gilman, W. B. Fowle, T. W. Harris, C. H. Snow, J. G. Palfrey, Edmund Quincy, W. B. Trask, F. A. Durivage, J. J. Jarves, R. S. Willis, W. F. Channing, Samuel Eliot, M. M. Ballou, E. E. Hale, Francis Parkman, A. J. H. Duganne, E. S. Rand, Jr. The native poets are Joseph Green, Royal Tyler, Charles Sprague, Rufus Dawes, W. J. Snelling, Albert Pike, Frances S. Osgood, H. T. Tuckerman, T. W. Parsons, G. E. Rice, Susan W. Muspratt. The native statesmen are Joseph Dudley, Jonathan Belcher, Thos. Hutchinson, Samuel Adams, James Bowdoin, Josiah Quincy, Robert Treat Paine, J. Mason, Samuel Sewall, Charles Francis Adams, Charles Sumner. The orators are Thos. Dawes, Samuel Dexter, Harrison Gray Otis, Edward Everett, Robert C. Winthrop, Wendell Phillips, Mary A. Livermore. The philosophers are Benjamin Franklin and Ralph Waldo Emerson. The scientists are B. A. Gould, G. B. Bond, F. H. Storer, and Winslow Lewis. The philanthropists are Dr. S. G. Howe, John Lowell, Jr., S. J. May, and T. H. Perkins. The artists are J. S. Copley, G. P. A. Healey, Geo. L. Brown, W. E. Norton, W. W. Fisher, Horatio Greenough, and Martin Millmore. The actors are W. F. Johnson, G. H. Hills, Charlotte Cushman and E. L. Davenport. The military and naval officers born at Boston are Gen. Henry Knox, Admiral Sir T. A. Coffin, Sir R. H. Sheaffe, Admiral C. H. Davis, Gen. Chas. Devens, Jr., Gen. C. R. Lowell, Gen. T. G. Stevenson, and many others of eminence.

On outer Newbury St. are the beautiful new church of the Hollis-St. Unitarian Society, the costly and elegant First Spiritual Temple (Spiritualist), and the Mass. Normal Art School. Farther out is an imposing round-arched brownstone engine-house and police-station.

Among the new statues erected in Boston are the Charles Sumner, on the Public Garden; Mayor Quincy, in front of the City Hall; Gov. John Winthrop, on Scollay Square; Sam. Adams, near the corner of Washington and Brattle Sts., and the Emancipation Group, Park Square. Statues of Theodore Parker, Col. Robert G. Shaw, and others are in preparation. The Boston Massacre monument is on the Common, near Tremont Street. William Lloyd Garrison's statue stands on Commonwealth Avenue, near the Hotel Vendome; and farther out is the noble statue to Leif Ericsson, the Norse discoverer of the Massachusetts coast.

2. Environs of Boston.

"As you approach Boston the roughest region is yet a region of homes. . . . . Man may sometimes deform, but he oftenest improves Nature; it is mere cant to assert the contrary. And I know no better illustration of the fact than the environs of Boston. . . . . The approach to Boston is almost the only picturesque city-view we have on the Atlantic coast. The broad reaches of water, the cheerful suburbs on either hand, the long, gently rising brick hill in front, crowned with the yellow dome of the State House, when seen in the tempered evening light, under a cloudless sky, form an imposing and truly attractive picture. New York, from the bay, suggests commercial activity only; Philadelphia, from the Delaware, is the tamest of cities; but Boston, from any side, owing to her elevation, has a stately charm which her prouder sisters do not possess." — BAYARD TAYLOR.

"In her southern suburbs, however, — in Roxbury and the hills beyond, and princely Brookline, and Brighton, — Boston may challenge comparison with almost any city in the world. This undulating region, dotted with crystal ponds, superbly wooded, and covered for miles with country-seats in every conceivable style of architecture, from the once-prevalent Grecian temple to the now fashionable mansard-roof, is a portfolio crammed with delicious pictures. The velvet turf, golden-green in sunshine, the trim buckthorn hedges, the trellised roses, the commingling of pine, elm, maple, larch, chestnut, and fir in the groves, the unexpected dells and water-glimpses, the gleam of towers and mellow-tinted house-fronts far and near, the old avenues, ribbed with Gothic boughs, are among their features, and you can scarcely say that anything is wanting."

"It is not only in the Harvard precincts that the oldness of New England is to be remarked. Although her people are everywhere in the vanguard of all progress, their country has a look of gable-ends and steeple-hats, while their laws seem fresh from the hands of Alfred. In all England there is no city which has suburbs so gray and venerable as the elm-shaded towns around Boston, — Dorchester, Chelsea, Nahant, and Salem; the people speak the English of Elizabeth, and joke about us — 'he speaks good English for an Englishman.'" — SIR CHARLES DILKE.

Boston Harbor.

The Route to Nahant. Soon after leaving the wharf, with East Boston on the left, Governor's Island is passed. This island was granted to Governor Winthrop in 1632, and was long called Governor's Garden, and here, according to Josselyn, in 1638, were the only apple and pear trees in New England. A powerful fortress of the United States, called Fort Winthrop, now occupies the island. Soon after passing the Fort the view includes the narrow strait between Point Shirley on the l. and Deer Island on the r. The point was named in honor of William Shirley, Governor of Massachusetts 1741 to 1756, sometime commander of the British armies in America, and Governor of the Bahama Islands. It now forms the S. end of the town of Winthrop.

Opposite Point Shirley is Deer Island (4½ M. from Boston), "so-called because of the deare, who often swim thither from the maine when they are chased by the wolves" (17th century). During the war of King Philip (1675-76) this place presented a pitiful sight, for hundreds of Indian prisoners were landed and guarded here, and scores of them died of hunger and from exposure to the winter frosts. At present the island is occupied by the immense buildings (in the form of a

Latin Cross) of the Boston Almshouse, and of the House of Industry and the House of Reformation.

In May, 1776, the Boston privateers "Franklin" and "Lady Washington" grounded on Point Shirley, and were attacked by thirteen British man-of-war boats. The action lasted for several hours, until the tide rose, when the privateers escaped. In the war of 1812 the frigate "Constitution" was once blockaded in Boston Harbor, and got away by creeping through Shirley Gut by night. Beyond Point Shirley the lofty bluffs of Winthrop are passed on the l., succeeded by Chelsea Beach with its hotels, and the City and Harbor of Lynn, in full view of which the wharf at Nahant is gained.

Nahant.

Steamboat several times daily from Boston to Nahant (see newspapers). Boston & Maine Railroad (Eastern Division) to Lynn, and thence by omnibus several times daily.

Hotels. — The immense hotel at East Point, built 1824, and long the pride of the coast, was burned in 1861; there remain but small hotels, — Hood Hotel, Murdock Cottage, etc., charging $ 10-15 a week.

Nahant is a peninsula composed of ocean-swept rocks, with pleasant beaches interspersed, and villas scattered over its heights, where many of the cultured and literary people of Boston and Cambridge spend their summers. It is 12 M. from Boston by water and 4 M. from Lynn by land. Crossing the long and narrow sandy isthmus called Lynn Beach, with the roar of surf continuous on the ocean-front, the rocky ridge of Little Nahant is passed, and Nahant Beach extends to the peninsula.

For many years Nahant was the summer home of Longfellow, Agassiz, Prescott, Motley, Howells, Tom Appleton, and Robert Grant; and has been the scene of frequent sojourns of Curtis, Hawthorne, Lowell, Whittier, Holmes, Fremont, Sumner, Winthrop, Story, Cranch, Harriet Martineau, and others. The beautiful mansions on East Point have long been the homes of the Hon. Henry Cabot Lodge, senator and historian, and his brother-in-law, George Abbot James, the famous jurist.

Among the jagged cliffs of Nahant are numberless curious formations of the rock, named as follows: John's Peril, a deep chasm in the cliffs, on the north, and near Nahant Beach; the Spouting Horn, where the surf dashes through a long, rocky tunnel into a cavern, and there is spouted forth with great force; Castle Rock, a massive and regular pile of rock, faintly resembling some ancient castle-keep; Caldron Cliff and Roaring Cavern are grandly resonant in time of storms; Natural Bridge, an arch of rock spanning a narrow, tide-swept fissure; Pulpit Rock; and Sappho's Rock. The three last-named are on East Point, the site of the vast hotel, of which a relic remains, in the shape of a pretty little classic building on the outermost promontory, which looks like an ancient Greek shrine on some cliff of the Ægean, and which really was a billiard-saloon.

On the S. shore is Swallows' Cave, a cavern 72 ft. deep, increasing from 10 ft. wide and 5 ft. high to 14 ft. wide and 20 ft. high. Near the tall rock arch called Irene's Grotto is the steamboat landing. N. E. of the peninsula, and well out in Nahant Bay, Egg Rock rises sharply from the sea to the height of 86 ft., and is crowned by a lighthouse. Many old traditions cluster around Nahant, whose name is said to mean "Lovers' Walk."

"The temperature of Nahant, being moderated by sea breezes, so as to be cooler in summer and milder in winter than the mainland, is regarded as being highly conducive to health. It is delightful in summer to ramble round this romantic peninsula, and to examine at leisure its interesting curiosities; to hear the waves rippling the colored pebbles of the beaches, and see them gliding over the projecting ledges in fanciful cascades; to behold the plovers and sandpipers running along the beaches, the seal slumbering upon the outer rocks, the white gulls soaring overhead, the porpoises pursuing their rude gambols along the shore, and the curlew, the loon, the black duck, and the coot, the brant, with his dappled neck, and the oldwife, with her strange, wild, vocal melody, swimming gracefully in the coves and rising and sinking with the swell of the tide. The moonlight evenings here are exceedingly lovely; and the phosphoric radiance of the billows, on favorable nights (making the waters look like a sea of fire) exhibits a scene of wonderful beauty." — LEWIS.

The Route to Hull, Hingham, etc. So many are the routes by water to the South Shore that the islands in that part of the harbor will be spoken of without regard to any special course.

S. Boston is first passed on the right, and then Fort Winthrop, near which, due E. of S. Boston, is **Castle Island.** Fortifications were built here in 1634, "to make many shots at such ships as shall offer to enter the harbor without their good leave and liking; it is of very good use to awe any insolent persons, that, putting confidence in their ships and sails, shall offer any injury to the people, or contemn their government; and they have certain signals of alarms (cannon and lights on Beacon Hill) which suddenly spread through the whole country." At the coronation of King William, the battery was called Castle William, and was much strengthened by the British, until at the evacuation of Boston they destroyed it. It was repaired by the Americans in time to fire a 13-gun salute for the surrender of Burgoyne (1777). In 1798, President John Adams being present, it was named Fort Independence, and ceded to the United States. The present fort is now used as an ordnance-depot.

In 240 years the little mud fort, passing through the gradations of a wooden palisade and a brick "castle," has developed into a granite fortress of great power and destructive force. S. E. of Castle Island is Spectacle Island, where are carried the dead horses from Boston, and farther S. is Thompson's Island, which bears the Farm School, — a noble institution, where neglected street arabs and poor orphans are cared for. Well-fed and clothed, they are employed in farming in the warmer months, and schooling in the winter, and at the age of twenty-one receive a suit of clothes and one hundred dollars. Eastward of

Thompson's is Long Island, the site of a large institution erected in 1887 for the city paupers. On the high bluffs of this island is an iron lighthouse which can be seen from 15 M. off at sea. A powerful battery has been built by the General Government at the head of Long Island. E. of the battery is the reef of Nix's Mate, with a massive pyramid of stone and iron 32 ft. high, warning seamen of a dangerous shoal. In 1636 "Nixes ilande" covered 12 acres, and it long served as a place to execute pirates and murderers. The legend reports that Captain Nix was killed by his mate, and that the latter was executed on this spot, declaring his innocence, and prophesying that the island would wash away in proof of it. The fact that but one acre of shoal, and a low, narrow ledge of rocks remain, is thought to help the legend very much.

S. E. of Long Island, and 7 M. from Boston, is Rainsford Island, where a hospital was located in 1738. Here is the city alms-house. Galloup's Island, to the N., is the Quarantine Station. Still farther E., on George's Island, stands Fort Warren, a powerful fortress of the first class, called the key of Boston Harbor. It was built between 1833 and 1850, of hammered Quincy granite, with powerful water-batteries. During the Rebellion many Confederate chiefs were imprisoned in its casemates, the most noted of whom were Mason and Slidell, taken from the British mail-steamer "Trent," Nov. 8, 1861, by Capt. Wilkes, of the U. S. frigate "San Jacinto." The British government made a peremptory demand, and President Lincoln finally surrendered these rebel commissioners, who went to Europe in January, 1862. E. of Fort Warren, on a small islet at the entrance of the harbor, stands the massive stone shaft of Boston Light. This structure occupies the site of the lighthouse established in 1715, and is furnished with a powerful revolving light nearly 100 ft. above the sea. To the N. is a cluster of rocky islets; and to the W. is the Bug Light, where iron pillars uphold a small house, over which is a fixed red light.

Hull (* *Hotel Pemberton; Oregon House; St. Cloud*),

the terminus of the beach railway which diverges from the Old Colony R. R. beyond Hingham, is a small village under the lee of a high hill, crowned by a marine observatory, much visited during the summer. The town of Hull occupies the great natural breakwater which runs N. and W. from the South Shore, and guards the harbor. Its population is small, and its alertness in political campaigns, joined with its practical insignificance therein, do not fail to draw forth much good-humored jesting from the Bostonians. The railroad and highway run seaward by Point Allerton (from Isaac Allerton, an adventurous Pilgrim, who cruised the coast of Maine in the barque "White Angel" for several years, early in the 17th century). The road now leads out on Nantasket Beach, a line of hard and surf-beaten white sand, 4 M. long. The bathing here is capital, and driving is easy and

pleasant at low tide. Near the S. end of the beach are the Rockland and Atlantic Houses, first-class hotels accommodating several hundred guests each ($4.50 a day), and many smaller hotels and restaurants.

The steamboats run from Boston to this locality several times daily, in summer, and also to Hingham and to the modern summer resort of **Downer Landing** in the harbor. The picnic-grounds of Melville Gardens are at Downer, and several neat little cottages are seen upon the bluff above. A fine harbor-side road leads hence to Hingham.

The **Jerusalem Road** runs S. from the Hingham-Nantasket road to Cohasset, following the curves of the ocean-shore, and generally on high hills and cliffs. The scenery along this route is grand, and many wealthy Bostonians have built villas there, with wide lawns running down to the surf. The *Black-Rock House*, *Konohasset House*, and Warren Bates's (address, Cohasset) are on this road.

Hingham (*Cushing House*, $8 – 12 a week) is a quaint village S. of the harbor, which was settled in 1635, and was often ravaged during the Indian wars. Its first pastor came from Hingham, in England, and gave its name to the struggling colony. Situated amid fine coast-scenery, but 12 M. (by water) from Boston, this "Marine Old Hadley" drew many visitors, and its large hotel, the Old Colony House (burned in October, 1872) was well patronized. A quaint edifice on the main st. near the Railroad Station, built nearly square, with the roof sloping steeply up on 4 sides to a balustraded platform, surmounted by a narrow-pointed belfry, is "the oldest church in Yankeedom." It was built in 1681, for the Congregational Society of Hingham, who still use it.

Behind the church is the * old graveyard, covering a finely terraced hill, and containing hundreds of ancient stones. In the southern part is a plain and graceful obelisk of granite, on which are inscribed the names of 76 soldiers of Hingham who died in the war for the Union. On the highest hill, on a mound surrounded by a circular earthwork, is a tall obelisk of granite "To the early settlers of Hingham." Elsewhere rests, under a noble statue, John Albion Andrew, the great war-governor of Massachusetts, who, during the battle-years 1861 – 65, did more than any other man to raise, equip, and forward to the field the immense levies of troops from this State. He was distinguished for fervid eloquence, great executive ability, and tender provision for the disabled soldiers. He died in 1867. Near the entrance to the cemetery is the tomb of Benjamin Lincoln, a major-general in the Continental Army, second in command of the Army of the North which captured Burgoyne, commander of the Army of the South, 1778 – 80, repulsed from Savannah and Stono Ferry. After enduring a siege of 6 weeks at Charleston (spring of 1780), he was forced to surrender to Sir Henry Clinton. Having been exchanged, he commanded the centre at Yorktown, and was Secretary of War, 1781 – 84. He died at Hingham, his birthplace (1733), in 1810.

The **Charlestown District** includes the ancient city of Charlestown, which was annexed to Boston in 1873. It has about 38,000 inhabitants, 2 banks, 2 savings-banks, 3 papers, 13 churches, and large sugar-refineries, tanneries, distilleries, bakeries, etc. Two bridges cross the Charles River to Boston ; one leads to E. Cambridge ; and another crosses the broad Mystic River to Chelsea. In the S. part is *City Square*,

where extensive domed buildings on the left were formerly occupied as the Waverly Hotel. Near by is the old City Hall, in which is a fine library and reading-room. Main St., to the right, leads to the United States **Navy Yard,** covering over 100 acres, and separated from the city by a heavy stone wall, 16 ft. high. A sea-wall extends along the water-front, broken only by a few wharves and a great dry-dock, built of hammered granite, 341 ft. long and 80 ft. wide, and costing nearly $ 700,000. Various construction-depots, magazines of naval stores, barracks, and work-shops are in the yard; also 4 large ship-houses, and a granite-built rope-walk, ¼ M. long. Many famous war-ships have been built here, — the "Frolic," "Independence," "Vermont," "Cumberland," "Merrimac," "Canonicus," "Wachusett," "Huron," "Tallapoosa," etc.

Charlestown has a handsome soldiers' monument, — on a tall pedestal, a figure of America crowning representatives of the Army and Navy, who stand below her. In the building alongside Bunker Hill Monument is a fine statue of Gen. Joseph Warren, who was killed on the Hill; and on the path near by is a noble bronze statue of Col. Prescott.

On Prison Point are the great granite buildings occupied by the Massachusetts State Prison. The four northern railroads enter Boston near this point, crossing the Charles River, and wellnigh hiding the stream under their long and multitudinous bridges.

Not far from the prison is an ancient cemetery, where a simple and massive granite shaft has been erected by Harvard *alumni*, to the memory of John Harvard, the early benefactor of the University.

The principal attraction of Charlestown is * **Bunker Hill Monument,** a lofty obelisk on the site of the battle of Breed's Hill (1775). It is built of 90 courses of Quincy granite, 221 ft. in height, and 30 ft. square at the base. A spiral flight of 295 steps, ranged around a hollow cone, leads to a chamber 11 ft. in diameter, with windows on each side. Above is the apex-stone, weighing 2½ tons. (A small fee, 20 cts., is charged for admission. Books about the monument, &c., sold in the porter's lodge).

The *view from the top is glorious. From the S. E. window the Navy Yard is seen, with all its manifold activities, — its ship-houses, dry-dock, rope-walk, and frigates. Beyond this is the confluence of the Charles and Mystic Rivers, and East Boston; above which is Fort Warren at George's Island at the mouth of the harbor. Forts Winthrop and Independence, and the archipelago of variously utilized islands which dot the harbor, all are visible from this point. From the S. W. window is seen the city of Boston, with Copp's Hill nearest on the l. and the spires and domes of its church and state buildings rising on all sides. The great network of the northern railroads and highways crosses Charles River below, while, beyond the city, the southern and western

roads emerge. Farther still, on the r., is S. Boston, and over it, Quincy, Dorchester, and the blue hills of Milton. Over Boston are Roxbury and Brookline, and directly below are the houses of Charlestown. From the N. W. window, the State Prison, Cambridge, and Brighton, the McLean Asylum, the Harvard Observatory, the city of Somerville, Arlington, and Medford. It is said that, in very clear weather, with a strong glass, may be seen Mt. Wachusett (over Cambridge), and successively to the r., Mt. Monadnock, Kearsarge, and the White Mts. in New Hampshire. From the N. E., Everett, and Revere with its beach, the city of Chelsea, with the U. S. Marine Hospital, and, over it, the city of Lynn. Nahant runs into the sea to the r.

The corner-stone of this stately monument was laid in 1825 by General La Fayette, on the fiftieth anniversary of the battle. It was completed in 1842, and dedicated on the sixty-eighth anniversary of the battle, in the presence of President Tyler and his cabinet, and with an oration by Daniel Webster. In the upper chamber are two cannon, named "Hancock" and "Adams," each inscribed, "This is one of four cannons which constituted the whole train of field-artillery possessed by the British colonies of North America at the commencement of the war, on the 19th of April, 1775. This cannon and its fellow, belonging to a number of citizens of Boston, were used in many engagements during the war. The other two, the property of the Government of Massachusetts, were taken by the enemy."

Battle of Bunker Hill.

"In their ragged regimentals
Stood the old Continentals,
Yielding not.
When the grenadiers were lunging,
And like hail fell the plunging
Cannon-shot;
Where the files
Of the isles
From the smoky night-encampment bore the banner of the rampant unicorn,
And grummer, grummer, grummer, rolled the roll of the drummer through the morn."

After an impressive prayer by President Langdon, of Harvard College, on a starry night of June, 1775, Colonel Prescott led a thousand men to Bunker Hill. His force was composed of troops from Essex, Middlesex, and Connecticut, with Gridley's artillery. His orders were to fortify the hill, but a council of officers of the detachment changed the plan, and they occupied Breed's Hill, as much nearer Boston and more surely commanding the roads to the north. The work was commenced at midnight, under the supervision of General Gridley, an old veteran of the Louisbourg and Canadian wars, and by dawn they had completed a redoubt 132 ft. square and 6 ft. high. The frigates in Charles River first saw it, and opened a tremendous fire, which awoke all Boston. The batteries on Copp's Hill then opened fire, and at noon 2,000 picked men from the British garrison crossed the river. The New England flag (blue, with St. George's Cross on the pine-tree emblem) was hoisted over the redoubt, and the 1st and 2d New Hampshire reinforced the weary provincials. At 2 o'clock 2,000 more soldiers crossed from Boston, and soon after, after a furious cannonade from Copp's Hill and the fleet, the British column advanced. Gen. Putnam ordered the Americans to hold their fire until they could see the whites of the assailants' eyes; and 1500 silent and determined men waited till that appointed time, and then fired. "Whole platoons of the British regulars were laid upon the earth, like grass by the mower's scythe. Other deadly volleys followed, and the enemy, disconcerted, broke, and fled toward the water." While they rallied, the Copp's Hill guns showered hot shot and carcasses on Charlestown. 200 houses soon were burning, and under cover of dense masses of smoke the royal forces advanced again. The volley at short range, the carnage, and the flight of the British, was repeated. The American ammunition was now exhausted, the presence of floating batteries raking Charles-

town Neck prevented either reinforcements or fresh supplies from reaching them; and the British, heavily reinforced, and maddened by their losses, advanced a third time. The outworks, swept by the shot from the fleet, were abandoned, and when the grenadiers rose upon the parapet of the redoubt, they were received by a shower of stones, and confronted by men with clubbed muskets. Soon Putnam ordered a retreat, which was covered admirably by the troops of New Hampshire and Connecticut. But the reserves on Bunker Hill, the rear-guard, and the shattered garrison from Breed's Hill, were unequal to further effort, and there ensued a general *debandade* across the cannon-swept Charlestown Neck. The day was ended; and although Howe soon moved the bulk of his army on these hills, which he strongly fortified, no further combats were seen here. In the battle of the 17th of June, the Americans lost 115 killed, 305 wounded, and 30 prisoners; the British lost 226 killed, 828 wounded (Gage's report). 400 houses were burnt in Charlestown, and 5 cannon were taken on Bunker Hill. During the retreat from the redoubt, Putnam swore frightfully at his men, and after the war, sincerely confessing it to the church of which he was a member, he added, "It was almost enough to make an angel swear, to see the cowards refuse to secure a victory so nearly won." Among the last to leave the hill was Warren, and ere he had gone far he was killed by a shot in the head. Joseph Warren, born Roxbury, 1740, was the head of the medical profession in Boston, and a wise and patriotic leader of the people. He was the President of the Provincial Congress, a major-general of the army, and Grand Master of the Masonic Order in America. "He fell with a numerous band of kindred spirits — the gray-haired veteran, the stripling in the flower of youth — who had stood side by side on that dreadful day, and fell together, like the beauty of Israel in their high places." — EVERETT.

Chelsea (*City Hotel*), a city of 28,000 inhabitants, is connected with Boston by a steam ferry (1⅜ M.), and with Charlestown by a long bridge over the Mystic River. The U. S. Marine Hospital, a large and stately building, is here. Near the Railroad Station is a Soldiers' Monument, — a shaft of granite with a statue of a soldier standing at ease upon its summit. Woodlawn Cemetery is about 2 M. from the city, and is approached by a graceful avenue, leading through a lofty Gothic gateway. The Rock Tower, to the right, is a rude pile of boulders, 78 ft. in diameter and 30 ft. high, from which a pretty view is obtained. Netherwood and Woodside Aves. form beautiful vistas, with the quiet grace of American cemeteries on every hand. Netherwood Pond, the views from Chapel and Elm Hills, and the curious Ginko trees, are worthy of attention.

Chelsea has 13 churches, 4 newspapers, a costly high-school building, a bank, and some manufactures. It was settled in 1630, and incorporated in 1738, and was so unprogressive for many decades that the saying "As dead as Chelsea" became proverbial. Many persons doing business in Boston live here, favored by cheap rents in this quiet and pleasant city. Revere Beach is 2–3 M. distant, and is reached by horse-cars (see page 409).

The Mass. Soldiers' Home (for veterans of the Civil War) is on Chelsea Highlands (the ancient Powder-Horn Hill), over the suburb of Careyville. The hill is 300 ft. high, and commands a superb view, including Boston Harbor, the Ocean, the Blue Hills, ten cities and many villages, and the mountains on the N. W. It is near a station of the Eastern R. R., and but a short drive from Revere Beach.

The Chelsea pottery and tiles are famous for their artistic beauty; also, the tile stoves and Magee furnaces.

Lexington and Concord. (See page 406.)

Lexington (*Russell House*), a quiet and pretty village, 12 to 15 M. N. W. of Boston, is built on one long street, terminating on the west in a broad green, on which is a plain monument, more solid than graceful, in memory of 8 men killed here during the battle.

Concord (*Wright's Tavern*), near the tranquil Concord River, and the junction of the Assabet and Sudbury Rivers (so-called), is a handsome village of about 4,000 inhabitants, about 20 M. from Boston. In 1635 Peter Bulkley, of St. John's College, Cambridge, and 21 years rector of Odell, was silenced by Archbishop Laud, and fled to America. In 1636 he purchased of the Indians a tract of land at Musketaquid, and founded the town and church of Concord, so-named from the peaceful manner of its acquisition. Bulkley wrote some Latin poems and Puritan theological theses, and "was as remarkable for benevolence and kind dealing as for strict virtue."

But it is during the present century that the lives of three of the foremost literary men of America have made Concord famous. Henry D. Thoreau (H. U., 1827), an eccentric yet profound scholar and naturalist, in 1845 built himself a hut on the shores of the sequestered Walden Pond (1 M. S. E. of the village), where he led a recluse life, raising a few vegetables, and occasionally surveying or carpentering to get money for his slight expenses. He never voted, never entered a church, never paid a tax. Profoundly skilled in classic and Oriental literature, and an ardent naturalist, his chief delight was to make long pedestrian excursions to the forests and lakes and ocean-shores of New England. Of himself he said, "I am as unfit for any practical purpose as gossamer is for ship-timber." "Thoreau dedicated his genius, with such entire love, to the fields, hills, and waters of his native town, that he made them known and interesting to all. He grew to be revered and admired by his townsmen, who had at first known him only as an oddity." — EMERSON. He died in 1862, leaving his great work unfinished, and his only remains are several quaint and charming books of travel.

Ralph Waldo Emerson (H. U., 1821), "the sage of Concord," or, as Fredrika Bremer calls him, "the Sphinx in Concord," is the head of the school of transcendental philosophy in America and in the world. Descended from seven generations of ministers, and himself sometime a minister, in early life he joined, and since has led, the most advanced and refined school of modern transcendental philosophy. His writings are "distinguished for a singular union of poetic imagination with practical acuteness," and also by a remarkable pungency and compressed force. During his visits to Europe much honor has been shown him, and many of the greatest minds of the century have visited "the pretty little idyllian city of Concord" (BREMER) to hold interviews with him. Thoreau, G. W. Curtis, in his residence at Concord in 1844 – 45, and Hawthorne have been his friends at home. (The old Emerson homestead was burnt, July 24, 1872, shortly after which the philosopher went to Europe for a long absence.) He died in 1883.

Nathaniel Hawthorne (Bowdoin College, 1825), whose exquisite prose composition is world-renowned, lived at Concord in 1843 – 46, and here wrote the "Mosses from an Old Manse." (See Salem, Mass.)

The Battle of Concord and Lexington.

At midnight, April 18, 1775, General Gage sent 800 grenadiers and light infantry

to destroy the military stores collected by the Americans at Concord. "At first the whole country appeared buried in a general sleep, ... till the deep tones of a distant church-bell came sweeping down the valley in which they marched, ringing peal on peal, in the quick, spirit-stirring sounds of an alarm. . . . . Bell began to answer bell in every direction, ... fires blazed along the heights, the bellowing of the conchs and horns mingled with the rattling of the muskets and the various tones of the bells" (COOPER), and when the troops deployed on Lexington Green, at dawn, 100 militia men confronted them. "Disperse, ye rebels, throw down your arms, and disperse!" cried the British commander, Pitcairn. A volley from the light infantry broke the line which refused to obey Pitcairn's order, and under the smoke of the first shots of the War of Independence eight Americans lay dead on the green. Now by a rapid march the invaders occupied Concord, 6 M. distant, and destroyed such of the military stores as had not been removed. Meanwhile, 400 minute-men had gathered near the north bridge, 1 M. from the Common, and soon they attacked and drove away 3 companies of light infantry detailed to guard it, upon which the retreat to Boston was ordered. All military order among the provincials was at an end; minute-men were collecting from all points; from every house, barn, and stone-wall guns were fired with sure aim; and the red uniforms of dead and wounded regulars strewed the long road. ½ M. E. of Lexington church, the remnant of the detachment was reinforced by Lord Percy, with 3 regiments, 2 divisions of marines, and a battery. The pitiless provincials worried them until they reached Prospect Hill, in Cambridge, where 700 men of Essex, with the militia of Dorchester and Roxbury, stopped and held the flower of the British army until Percy's artillery drove them from the field, and the noble Northumbrian led his shattered columns on Bunker Hill, under protection of the fleet. On this memorable day, the royal forces lost 65 killed, 180 wounded, and 28 prisoners; while the Americans lost 59 killed, 39 wounded, and 5 missing.

Cambridge.

W. of Boston (electric cars from Bowdoin and Park Squares, and Tremont House) is the city of Cambridge, on Charles River. About 3½ M. from Boston are the spacious grounds and buildings of Harvard University.

Cambridge was settled shortly after Boston, under the name of Newtown. In 1636, the legislature of Massachusetts (then, and occasionally now, called the General Court) voted £400 for the establishment of a school here. In 1638 John Harvard, the young pastor of Charlestown (from Emanuel College, in Old Cambridge,), died, leaving to the young school his library and about £800 in money. Then the General Court advanced the school into a college, and named it Harvard, changing also the name Newtown into Cambridge, in memory of the old university town where, and especially at Emanuel College, so many of the founders of the new State had studied. In 1640 Charlestown Ferry was made an appanage of the College; in 1642 its first class graduated; and in 1650 the "President and Fellows of Harvard College" were incorporated. Endowments and gifts now flowed in from the province and its citizens, and the young college became the pride of New England. In 1696, of 121 clergymen in the eleven counties nearest to Cambridge, 104 were graduates of Harvard. Many of the political leaders of the War of Independence were educated here, — Samuel Adams (class of 1740), James Otis (1743), Artemas Ward, first commander of the army (1748), John Hancock (1754), Joseph Warren (1759). In May, 1769, on the occupation of Boston by royal troops, the legislature refused to sit "with British cannon pointing at their doors," so they adjourned to the college buildings. In 1775 the students were sent home, and the classic halls were turned into barracks for the Continental soldiers. The library and apparatus were sent to Andover and Concord. The headquarters of the American army of investment was near the College, and the army numbered 16,000 men in June, 1775. Of these, 11,500 were from Massachusetts, 2,300 from Connecticut, 1,200 from New Hampshire, and 1,000 from Rhode Island. The left wing, under Ward, consisting of 15 Massachusetts regiments and Gridley's artillery, lay at Cambridge. Later, Knox brought 55 cannon from the Lake Forts, and the New York volunteers and Morgan's Virginia riflemen joined

the camp. The 10,000 royal troops in Boston were environed by 20 miles of cantonments, stretching from the Mystic River to Roxbury. Thomas, with 4,000 Massachusetts troops, and 4 companies of artillery, held the Roxbury lines; the Rhode Island men were at Jamaica Plain with Spencer's Connecticut regiment. The New Hampshire brigade was at Medford, and Putnam, with a Connecticut brigade, held Charlestown Neck and picketted Bunker Hill. The siege was hardly over, and the College in order once more, when the great captive army of Burgoyne was led to Cambridge (Nov. 19, 1777). The government ordered the college to be vacated, for the accommodation of the British and Hessian officers. But the collegiate authorities, feeling that enough had already been sacrificed by them in the cause of freedom, sent in such a spirited protest that the order was reconsidered, and the prisoners encamped on Winter and Prospect Hills until 1779, when they were sent to Charlottesville, Virginia.

In 1639 the first New England printing-press was set up here, and for its first works printed the "Freeman's Oath," "The New England Almanac," and the "Bay Psalm Book." At present the vast University and Riverside Presses turn out hundreds of thousands of volumes yearly.

Margaret Fuller, Countess D'Ossoli, was born at Cambridge, 1810. A fine linguist and conversationalist, she became an enthusiastic transcendentalist, and, after writing several books, and spending some time in Europe, she married Count d'Ossoli, but was wrecked and lost on the Fire Island coast, returning, in 1850.

Oliver Wendell Holmes was born at Cambridge, 1809. A skilful physician, lecturer, and microscopist, he has been Professor of Anatomy and Physiology in Harvard University since 1847, and has found time to write many pleasant essays and humorous poems, besides two or three novels and numerous medical lectures and dissertations.

James Russell Lowell was born at Cambridge, in 1819. After writing several volumes of poetry, and spending some years in Europe, he returned, and succeeded Mr. Longfellow as Professor of Modern Languages, &c., in Harvard University. He has published "The Biglow Papers" (two series), — a political satire in the New England vernacular; "The Cathedral," and "Under the Willows," his later poems; and several volumes of prose. **He died in 1891.**

F. H. Hedge, the Unitarian theologian, Alfred Lee, Bishop of Delaware, and Rear-Admiral Charles H. Poor, were born in Cambridge.

"Harvard College was founded at Cambridge only ninety years later than the greatest and wealthiest college of our Cambridge in Old England. Puritan Harvard is the sister rather than the daughter of our own Puritan Emanuel. Harvard himself, and Dunster, the first President of Harvard, were among the earliest of the scholars of Emanuel. . . . Our English universities have not about them the classic repose, the air of study, which belongs to Cambridge, Massachusetts; our Cambridge comes nearest to her daughter town, but even the English Cambridge has a breathing street or two, and a weekly market-day, while Cambridge in New England is one great academic grove, buried in a philosophic calm, which our universities cannot rival as long as men resort to them for other purposes than work." — Sir Charles Dilke.

Among the most distinguished of the New-England-born *alumni* of Harvard may be named, Increase Mather (class of 1656), Cotton Mather (1678), John Adams, second President of the United States (1755), John Quincy Adams, his son, sixth President of the United States (1787), Fisher Ames (1774), W. E. Channing (1798), Edward Everett (1811), W. H. Prescott (1814), Jared Sparks and J. G. Palfrey (1815), Caleb Cushing and George Bancroft (1817), Ralph Waldo Emerson (1821), C. F. Adams (1825), O. W. Holmes (1829), Charles Sumner (1830), Wendell Phillips and J. L. Motley (1831), H. W. Bellows (1832), R. H. Dana, Jr., and H. D. Thoreau (1837), J. R. Lowell (1838), E. E. Hale (1839).

The average age at which youths enter Harvard is 18½ years; and the students are generally from the middle classes, — from families of hereditary culture. Massachusetts has about ⅔ of the students; New York has ⅛; and the Western States send 70 men. Professorships of Music and of the History of Art have lately been established. 700 students board at Memorial Hall, at an average cost of $4.52 a week each. The Medical and Dental Schools are in Boston. Between

1661 and 1670, 45 per cent of the Harvard graduates became ministers; between 1761 and 1770, 29 per cent; and between 1861 and 1870, 5¾ per cent.

The buildings of the University are named generally in honor of its benefactors. The small brick building on the corner near the horse-car station contains the Law Library (13,000 volumes) embracing the standard works on this subject by American, English, French, and German writers. The law-hall and the professorship were founded by Nathan Dane, an eminent Essex County jurist. The large and ornate edifice next to Dane Hall is known as Matthews Hall. Beyond this, and at right angles with it, is Massachusetts Hall, an ancient building which has been changed into two large rooms, the lower of which is occupied as a reading-room.

Beyond Massachusetts Hall is Harvard Hall, with its sober ornaments and belfry, and then Hollis and Stoughton Halls, between which, and nearer the street is the quaint little edifice (said to have been built by Lady Holden's bounty) which was long used as a chapel, and was built early in the 18th century. Across the upper end of the quadrangle stretches the plain old Holworthy Hall, back of which is the Lawrence Scientific School. Turning now on the other side, the first building is the lofty, and ornate Thayer Hall, behind which is the romanesque Appleton Chapel. Beyond Thayer is the simple and substantial University Hall, built of granite, and next comes the modern and Mansard-roofed Weld Hall. University Hall is the seat of the University government, which consists of the President and six Fellows, with a second branch (Board of Overseers) elected by the *alumni*. The system of elective studies and of special series of lectures is superseding the old rigid course and text-book plan, and Harvard is accepting the style, as well as gaining the power, of the German universities. There are about 3,000 men in the various departments of study, with 82 professors and 270 tutors, etc. Four years' study procures the degree of B. A.; three years covers the courses in the Divinity and Medical Schools, and three years in the Law School. Beyond Weld Hall the fourth side of the quadrangle is occupied by the noble Boylston Hall (of granite, with several collections inside), and the modern Gray Hall. Opposite the wooden Wadsworth Hall is the Holyoke House (pertaining to the college) and nearly opposite Massachusetts Hall is the First Church, with its venerable graveyard. Gore Hall, beyond the quadrangle, contains the University Library. It is a neat building of Quincy granite, in the form of a Latin Cross, and in the 14th-century Gothic style.

The new Law School is a large and stately stone building, designed by H. H. Richardson, and of very interesting architectural forms. The *Jefferson Physical Laboratory* stands N. of the College. A noble ideal statue of John Harvard (by D. C. French) was placed on the College delta in 1884.

In Gore Hall are 10 columns on each side of a nave 112 ft. long, with a groined roof 35 ft. high. About 310,000 volumes are kept in this hall, besides which the University has 110,000 volumes in 8 other libraries. In glass cases, throughout the hall, are kept many literary curiosities: a MS. Ovid of the 14th century; letters of Washington; Aristotle, in black-letter Latin MS.; ancient Greek MSS. of Hippocrates, Gregory Nazianzen, &c., with Evangelisteries, Psalters, &c.; old Hebrew MS. of Esther (in roll); the Gospels in Latin, 8th century (oldest MS. in America); illuminated Latin missals; MS. Koran; Sanscrit and Siamese books in leaves; 3 beautiful Persian MSS. on silk paper; book printed in Mexico City, 1566; Râle's Dictionary of the Abenaki language, in his own writing; Eliot's Indian Bible; Bay Psalm-Book (1640), first book printed in America, north of Mexico; medals, relics, autographs, &c. Busts of distinguished men surround the hall.

* **Memorial Hall** is N. of the quadrangle, and is the most stately and imposing building in Cambridge. It was erected in memory of the graduates and students of Harvard who fell in the War for the Union, and was dedicated in 1874, having cost nearly $400,000. The building is of brick and Nova-Scotia stone, 310 ft. long, with a cloister at one end, and a lofty and massive tower near the other end. The * great hall (open to visitors) is used for various public ceremonies; and is also the dining-hall of the students. It is adorned by 64 portraits of benefactors of the college and ancient magnates of Massachusetts, by eminent artists (10 by Copley, 2 by Stuart, 3 by Trumbull, and others by Smybert, W. M. Hunt, Page, Harding, etc.). There are also many marble busts of famous Americans, made by Powers, Story, Crawford, Greenough, and other sculptors. (Catalogues of the pictures and busts are kept near the main entrance.) The dining-hall accommodates 1,000 persons, being 164 ft. long, 60 ft. wide, and 80 ft. high, with a splendid roof of open timber-work, supported by hammer-beam trusses. It is one-third larger than the largest of the English University dining-halls. At each end are carved screens and galleries; and the great windows are filled with stained glass. The W. window is 25 × 30 ft. in area, and is of stained glass, bearing the arms of the College, the State, and the United States. The walls are wainscoted in ash 22 ft. high, above which is red and black brick-work, with belts of tiles.

The **Memorial Vestibule** is 112 ft. long and 58 ft. high, with a marble floor and a rich vaulted ceiling of brown ash. At the ends are large and brilliant windows of stained glass; and along the arcaded sides are tablets of marble bearing the names, etc., of the 136 men of Harvard who died in the War for the Union. The great tower is entered from the vestibule, and commands a beautiful view. It is open to the public during the vacation season. The **Theatre** is E. of the great tower, and is entered from the Memorial Vestibule. It seats 1,300 persons, and the stage is 58 × 23 ft. in area. It is in the form of a half-amphitheatre, and is richly finished in brown ash. The Theatre is used for the Commencement exercises and other oratorical exhibitions. Over its windows

are sculptured heads of Demosthenes, Cicero, St. Chrysostom, Bossuet, Chatham, Burke, and Daniel Webster.

"It is this building which holds the choicest hope and the bravest memory of the University. . . . . The lofty vestibule, by silent iteration, bids one lay deep the foundation of scholarship upon national well-being, connecting as things inseparable the heroic sacrifice and the heroic devotion to learning. The great dining-hall is at once the meeting-place of hundreds of young men, bound together by all that makes youth glad; and constantly before one are the faces of that long line of men, and of women too, who have joined the college by a thousand ties to the New England of history. The stern ancestry of early New-England days, the opulent men and women whom Copley and Stuart painted when the colonies were consciously and unconsciously husbanding their strength for the approaching autonomy; the familiar faces of presidents and professors, whose devotion to learning remains, as a precious legacy; the younger, nearer face of the hero of young Harvard, brave, generous, dying with the halo of oblóquy, — all these forms and spiritual presences fill the air of the great hall with something more than an academic glory. . . . . Here is the centre of the University of to-day, binding the past and the future, making great things possible, because it holds and records great things achieved." — HORACE E. SCUDDER.

The **Hemenway Gymnasium** is a quaint and handsome building, near the Jefferson Physical Laboratory. The large brick building of the **Lawrence Scientific School** is W. of Memorial Hall, and across the street from Holworthy Hall. It contains large and valuable collections of philosophical instruments, etc. N. of Memorial Hall, among pleasant groves, is **Divinity Hall,** the Unitarian Theological School.

The **Museum of Comparative Zoölogy** is near the Divinity Hall. It is open daily, from 9 to 5, and contains large and valuable collections in natural history and archæology. Among its treasures are Schlagintweit's ethnographical collection of casts of heads from India and High Asia; large numbers of stuffed animals; complete lines of shells and corals; fossil plants and shells; nests and eggs; a cast of the megatherium; and several valuable collections by eminent specialists. The **Observatory** and the **Botanical Gardens** are on Garden St., on the high ground N. W. of the college. Just E. of the college-buildings are the residences of the president and several of the professors.

The **Old-Cambridge Baptist Church** is to the E. of the college-grounds, and is a large and attractive Gothic structure of blue slate-stone, trimmed with granite, and adorned with several projecting porches and gables. *The Common* lies to the W. of the college, and contains a handsome monument to the memory of the 339 soldiers of Cambridge who died in the War for the Union. Near this memorial are two ancient British cannon. Near the Common are the *First Unitarian Church,* the venerable *Christ Church* (Episcopal), and the **Shepard-Memorial Church,** which was erected by the Congregationalists in honor of Thomas Shepard, an Emanuel-College divine who was pastor at Cambridge from 1635 to 1649, and was one of the patrons and founders of the college. "Its location at Cambridge was due to him." The church is an elaborate Gothic structure, of richly and variously colored Roxbury pudding-stone; and its

walls are broken by cloistered passages and a tall spire. In front of this edifice is the carefully protected **Washington Elm,** which is thought to be 300 years old. Near it the old Indian councils took place, and, at a later day, the town-meetings ; and under its foliage, July 3, 1775, Washington assumed the command of the armies of America.

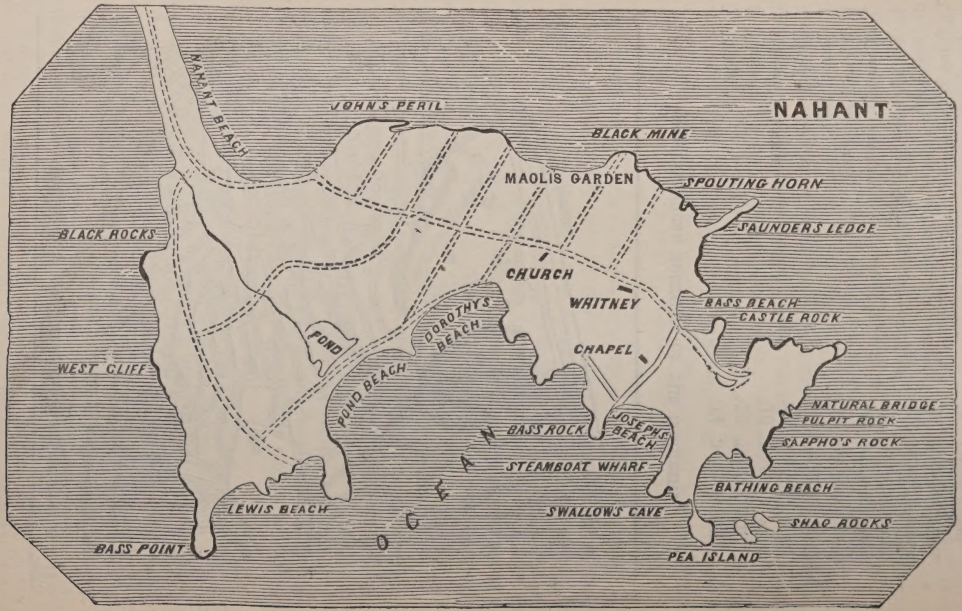
* The **Episcopal Theological School** is in this vicinity, on Brattle St., occupying several handsome gable-roofed buildings of Roxbury stone, with brown-ash interior trimmings. The library is opposite the entrance, and the refectory is adjacent. The S. front of the quadrangle is formed by the beautiful *Memorial Church of St. John,* erected at a cost of $ 50,000 by a citizen of Boston, in memory of his brother, the Rev. Chas. Mason. The great W. window is of London stained glass, and represents Christ, St. John, and St. Paul. "Sitting low on the ground, and surrounded by fine greensward, the church is a small, low-roofed, many-gabled building, full of picturesque niches and corners, a many-sided *apsis,* filled with stained glass, and with its facings and trimmings of Nova-Scotia stone, with here and there bits of dark color and fine carvings."

The *Harvard Annex,* with head-quarters on Mason St. has 241 young women studying in the University course. Opposite the Episcopal School is the mansion built before 1736; held by the Vassall family until 1775: and later a hospital for the wounded from Bunker Hill. Farther out on Brattle St., beyond the old Lechmere, Lee, and Fayerwether mansions, is *Elmwood,* an old colonial house, long owned and occupied by the late James Russell Lowell.

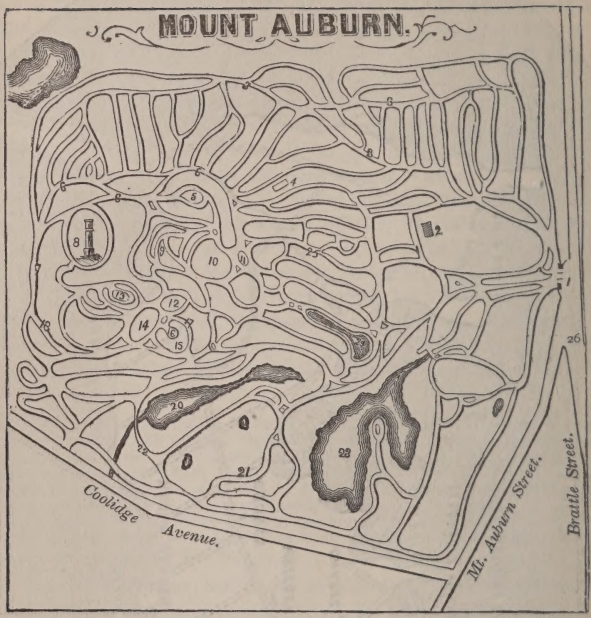
Fort Washington, near the river, is the carefully kept remnant of one of Washington's siege-batteries. Memorial tablets show the sites of Fort Putnam, Gov. Dudley's house, the earliest church, etc.

The city of Cambridge has 70,000 inhabitants, with a valuation of over $50,000,000, and is in four sections. E. Cambridge, a manufacturing district on Lechmere Point, towards Charlestown ; Cambridgeport, near the W.-Boston Bridge ; N. Cambridge, devoted to residences ; and Old Cambridge, the seat of the University. It is skirted by several railroads, but the easiest way to reach Harvard Square is by street-cars. Cambridge has 36 churches, 6 banks, 4 savings-banks, a public library, 4 posts of the G. A. R., 5 newspapers, and a lyceum. The factory-districts are remote from the University, and produce great quantities of glass and soap, chemicals, bricks, tinware, furniture, castings, etc. In the suburbs are great fruit and vegetable gardens, under high culture.

A large, old-style house, back from the street, and nearly opposite Gore Hall, is called the "Bishop's Palace." It was built in 1761–65 by East Apthorp, an Anglican Bostonian, educated at Old Cambridge, who was sent here as a missionary, and hoped to be appointed Bishop of New England. But the hostility of the Puritan divines and people was so marked, that he returned to England, and was given a stall in St. Paul's. In 1777, Burgoyne occupied the house as headquarters of the captive Anglo-Hessian army. Near Brattle St. is the house where Baron Riedesel, commander of the division of Brunswickers, was quartered. The Baroness, with a diamond, cut her autograph here on a window-pane, which is still preserved. Near Brattle St., on the right, is a stately old colonial mansion,


NAHANT
JOHNS PERIL
NAHANT BEACH
BLACK MINE
MAOLIS GARDEN
SPOUTING HORN
SAUNDERS LEDGE
BLACK ROCKS
CHURCH
WHITNEY
BASS BEACH
CASTLE ROCK
POND
DOROTHYS BEACH
CHAPEL
WEST CLIFF
POND BEACH
NATURAL BRIDGE
PULPIT ROCK
SAPPHO'S ROCK
BASS ROCK
JOSEPHS BEACH
STEAMBOAT WHARF
BATHING BEACH
LEWIS BEACH
SWALLOWS CAVE
SHAG ROCKS
BASS POINT
PEA ISLAND
OCEAN

See page 20.



THE PRINCIPAL PORTIONS OF THE CEMETERY.

1. Entrance.
2. Chapel.
3. Spruce Avenue.
4. Public Lot.
5. Laurel Hill.
6. Walnut Avenue.
7. Mountain Avenue.
8. Mount Auburn Tower.
9. Dell Path.
10. Pine Hill.
11. Central Square.
12. Cedar Hill.
13. Harvard Hill.
14. Juniper Hill.
15. Temple Hill.
16. Rosemary Path.
17. Jasmine Path.
18. Chestnut Avenue.
19. Poplar Avenue.
20. Auburn Lake.
21. Lime Avenue.
22. Larch Avenue.
23. Halcyon Lake.
24. Forest Pond.
25. Central Avenue.
26. Road to Fresh Pond.

above two terraces, surrounded by broad lawns and fine elms. Built about the middle of the last century, the house was deserted by its Loyalist owner at the outbreak of 1775, and then occupied by Washington as headquarters. Here, through the long winter of the siege, Lady Washington often held receptions. This noble estate was the home of the poet Longfellow, who died in 1882.

The Cambridge City Hall is a high-towered Romanesque building, of stone, forming three sides of a square, and rich in delicate carving and wrought-iron work. The Public Library is a handsome round-arched stone building, containing 20,000 volumes, and a memorial room, with relics and paintings. The Cambridge Manual Training School, near the Library, is one of the best in America, with fine equipments, and large classes. The City Hall, Library, and School were given between 1887 and 1890 by F. H. Rindge, a wealthy native of Cambridge, now dwelling in California.

Mount Auburn.

(Electric cars from Harvard Square, —1½ M. 5 miles from Boston.)

A large tract of forest-covered and romantic hills on the banks of the Charles had long formed a favorite ramble for the students of Harvard, until, in 1831, it was purchased by the Horticultural Society, and a portion of it consecrated for a cemetery, with imposing ceremonies. This was the pioneer of the large rural cemeteries of America, and is but a few years younger than Père la Chaise, at Paris. The whole tract of land was soon bought in from the Horticultural Society, and large additions have since been made, until now it covers 125 acres. The name "Sweet Auburn," which the Harvard men had bestowed upon it, was changed to Mount Auburn. "This tract is beautifully undulating in its surface, containing a number of bold eminences, steep acclivities, and deep, shadowy valleys," and is laid out with broad, curving avenues intersected by foot-paths. The emblematic iron fence which bounds the front is provided with a massive granite entrance-gate of Egyptian architecture, 60 ft. long and 25 ft. high, on whose outside is carved, "Then shall the dust return to the earth as it was, and the spirit shall return to God who gave it." From the gate Central Ave. runs to Pine Hill, which overhangs Consecration Dell. The chapel, not far from the gate, on a hill to the r., is a handsome Gothic edifice, abounding in pinnacles, and furnished with stained glass windows from Edinburgh. Inside the chapel are four noble * statues: Judge Story, by *W. W. Story;* John Winthrop, the first colonial governor, by *R. S. Greenough;* James Otis, the leader of the first aggressions against British misrule, by *Crawford;* and John Adams, representing the revolutionary and subsequent constitutional era, by *Randolph Rogers.* On Central Ave. is a fine statue of Hosea Ballou, an eminent Universalist divine, of Boston, not far from the statue (in a sitting posture) of Dr. Bowditch, the mathematician and nautical writer. Fronting the chapel is a majestic * memorial work (by *Milmore*) representing a colossal lion couchant with a calm and heroic female head. The design is taken from a work executed in the highest perfection of Egyptian art,

and is a fine personification of the ancient idea of the mystic "one who outlooks stars and dreams o'er graves." Hannah Adams, the historian of the Jews, was the first person buried in the cemetery, and her humble monument is still pointed out. Near the end of Central Ave. is the monument to John Murray, the founder of Universalism in America. Spurzheim is buried near the Bowditch monument. Near the Ballou statue on Central Ave. is the monument erected to W. F. Harnden, founder of the express-business, by the express-companies of the United States. Under a canopy of granite is a large stone safe with bas-reliefs, supported on bronze claws, alongside of which a marble watch-dog lies. On Mount Auburn, the highest point of the cemetery, stands a massive and graceful granite tower, from whose top an extensive * view is enjoyed. The rich valley of the Charles is in full sight, from the villa-covered heights of Watertown to the widenings which are lined by the palaces on the Back Bay at Boston. The rural roads of Brookline are in the S., and over and beyond them rise the high hills of Milton. In the E. is Cambridge and the ancient walls of Harvard University, while a succession of bright villages stud the country to the N. and W.

For the rest, the tranquil and shaded walks of the cemetery are lined with thousands of monuments, of every form and style, from simple tablets to costly and beautiful statues. Pretty lakelets diversify the surface of the dells, and platoons of obelisks rise along the hills. The gateway, the chapel, sphinx, and tower, are the principal objects to be seen. Hours may be spent in pleasant rambling through the other avenues, passing the graves of scores of local celebrities and magnates of Massachusetts. Here are the graves of Sumner and Felton, Everett and Choate, Fields and Channing, Prescott and Motley, Agassiz and Palfrey, Ticknor and Sparks, Charlotte Cushman and Fanny Fern, Longfellow and Lowell, and Phillips Brooks.

N. of Mount Auburn about ¾ M., is Fresh Pond, a pretty sheet of blue water, winding under the shadow of wooded hills. S. W. of Mount Auburn, on the banks of the Charles, is the United-States Arsenal, covering 40 acres, where great amounts of munitions of war are stored. About 1 M. beyond, also on the river, is the village of Watertown, 8 M. from Boston, on the Fitchburg Railroad. Early in the 17th century a nomadic church from this place founded Wethersfield, Conn. In 1643 Massachusetts sent four Puritan missionaries to convert Anglican Virginia. The Cavaliers drove them off, and Knowles, the Watertown pastor, went to England, and preached in Bristol Cathedral several years. John Sherman, pastor here 1647–85, bears on his tombstone,

> "In Sherman's lowly grave are lain
> The heart of Paul, and Euclid's brain."

Harriet G. Hosmer, the foremost of female sculptors, was born at Watertown in 1830. After long anatomical studies, she went to Rome in 1852, and has since lived there. Most of her works are retained in Italy and England. Her most remarkable pieces are "Zenobia in Chains," "The Sleeping Faun," "Puck," and "Beatrice Cenci."

S. of Watertown is the city of Newton, with several villages, inhabited mostly by men doing business in Boston. **Brighton** (*Faneuil Hotel*), E. of Newton, has the largest cattle-market in New England. The day of market is Wednesday, when Brighton presents a lively sight. The abattoirs cost over $1,000,000, and cover 50 acres.

S. E. of Brighton is the town of Brookline, famous for the suburban residences of Boston merchants. Near the station of the Boston & Albany Railroad (branch line) is the principal village, with the ornate and attractive stone town-house, near which is a neat public-library building. Within this town is Brookline Reservoir, with a capacity of 120,000,000 gallons of water. Here terminates the long and sinuous brick culvert, running from Lake Cochituate, in Natick, which is here supplemented by iron mains, which carry the water into Boston. 1 M. distant is the great **Chestnut Hill Reservoir** (5 M. from Boston City Hall), with a capacity of 800,000,000 gallons. The most popular drive about Boston is that to and around Chestnut Hill Reservoir. Jamaica Pond, near the village of Jamaica Plain, and E. of Brookline, gave the first water-supply to Boston. From 1795 to 1840 it was carried through the city in hollow pine logs. In 1851 this was stopped, and now villas and immense ice-houses line the shores. In Jamaica Plain (where encamped the Rhode Island forces, the best equipped and disciplined in the army, in 1775–76), is a fine monument to the soldiers of West Roxbury who were killed in the War for the Union. ⅔ M. from this village is the large cemetery of **Forest Hills**. (Horse-cars to and from Boston, also Providence Railroad.) It is entered by a large and elegant turreted Gothic gateway of stone, bearing the inscriptions, "I am the Resurrection and the Life," and, "He that keepeth thee will not slumber." Near the gateway to the l. is the finest receiving-tomb in New England, with a Gothic portico of granite, of imposing size and form. On Mount Warren Gen. Joseph Warren is buried; on Mount Dearborn, Gen. H. A. S. Dearborn. This cemetery is larger and plainer than Mount Auburn, and is mainly notable for its air of rustic naturalness. Consecration Hill commands a fine view of the hills of Milton and the fair Lake Hibiscus. In the S. part is a monument "Erected by the City of Roxbury in honor of her soldiers who died for their country in the Rebellion of 1861 to '65." A bronze soldier, of heroic size, stands at ease on a granite pedestal, and on the inner granite tablets of the wall, about the lot, are the names of many soldiers in letters of gold. 1 M. from Forest Hills, and a like distance from Mattapan, on the New York & New England Railroad, is the cemetery

of Mount Hope. This is in Dorchester, an ancient town which was united with Boston in 1870. Over its extensive area (which is bounded on one side by the Bay) are scattered several villages and hundreds of country residences. The natural scenery is picturesque, and is diversified by hills and forests. At Meeting-House Hill is the old church, with a soldier's monument on the green before it. At Grove Hall (street-cars from Temple Place), amid ample grounds, are the buildings of the Consumptives' Home.

Mount Bowdoin, commanding a fine view of the harbor and city, is ½ M. beyond; and near Harvard St. station is **Sunset Rock,** around which, in 1775, were cut the fascines with which Washington's army fortified Dorchester Heights. At Blue-Hill Ave. is the E. entrance to the great *Franklin Park.*

Roxbury (*Norfolk House*, a large and comfortable old hotel, on Eliot Square). Horse-cars from Park-St. Church to Eliot Sq., &c.

Roxbury, an ancient city, almost coeval with Boston, was united with that city in 1868. In 1775 the Rhode Island forces built here that powerful fort which Washington pronounced the best in the siege-lines, and which seriously galled the Royalists in Boston. Upon the hill occupied by this fort is now the stand-pipe of the water-works, where the Cochituate water is forced up through a boiler-iron tube to a height of 240 ft. above tide-marsh level, and hence supplies the highest floors in the city. The tower is a lofty and very graceful structure, with a fine view from the summit, which, however, is usually closed. Eliot Sq. is the central point in Roxbury, and here is the building of the first (Unitarian) church, the society to which Eliot preached in the Puritan era. For the rest, the hilly streets of Roxbury are made beautiful by the villas of the city merchants and by several pretty churches, of which the venerable St. James' Church, with its massive Saxon tower, is most attractive.

Besides General Warren, who died on Bunker Hill, there were also born at Roxbury Major-General Heath, of the Continental Army, and Joseph Dudley, governor of Massachusetts, 1702–15, while Thomas Dudley, long time governor, and major-general between 1630–53, had his estates and mansion here.

John Eliot, "the Apostle to the Indians," was pastor of the church in "Rocksbury" from 1632 to 1690. Firmly believing that the Indians were descended from the ten lost tribes of Israel, he made every effort for their conversion. Acquiring their language, he translated into it the Bible (1663), catechism, Baxter's Call, &c., and preached frequently to those villages of "praying Indians which he established and protected through the war of 1675–76. Utterly improvident in his charities, he would sometimes give away his whole salary on the day of its receipt, and it was only by Mrs. Eliot's care and economy that his four sons were educated at Harvard, and were ranked afterwards 'with the best preachers of their generation.'" When the old hero had become helpless, the church continued his salary several years, until his death.

Franklin Park covers about 500 acres of forest and field, with high hills and picturesque crags. It was opened in 1883, and is visited by many thousands of people on pleasant days. Park carriages (25 cts.) run frequently from the Blue-Hill Avenue entrance (Electric cars from Boston) to the Playstead, Ellicotdale, Nazingdale, Scarborough Hill, and other interesting localities.

The Middlesex Fells.

About 5 M. N. of Boston lies a great tract of country, of stony hills and table-lands, almost uninhabited, of wonderful picturesqueness, and wild, rugged beauty. It is within the towns of Malden, Melrose, Medford, Stoneham, and Winchester; and in its very heart is Spot Pond, lying high up among the hills. The limits of this region are defined with great clearness, especially on the S. and W., — a line of steep hills and ledges rising abruptly from the broad plain that borders the Mystic River, while on the E. the ledges start with still greater steepness out of the long valley of meadow-land through which the Boston & Maine Railroad passes. The nature of this region cannot be better characterized than by the application of the old Saxon designation, Fells, — a tract of wild, stony hills.

From these high points the scene is an immense panorama of towns, cities, lakes, and rivers, with a background of New England's rock-ribbed mountains, the view covering nearly 100 miles of country, with the ocean stretching out on the E. The view includes the following well-known mountains: Wachusett; next, after two or three considerable hills, Watatic rises in a pronounced cone; then comes the monarch of them all, — the Grand Monadnock; then the lofty ridge connecting Temple Mountain and Pack Monadnock, the Lyndeborough Range, Crotchet Mountain in Francestown, Joe-English Hill, and near it the Uncanoonucs, and many other high and distant summits, even the Southern Kearsarge.

Spot Pond covers over 300 acres, and is nearly 2 M. long. The water is naturally of the purest, being fed entirely from subterranean springs. It is stocked with bass, pickerel, perch, etc., and surrounded with woods and groves. The air is as dry and pure as is possible for New England. The pond was named by Gov. Winthrop, and the following extract from his diary may be of interest: "Feb. 7, 1631 (O. S.) The Governor, Mr. Nowell, Mr. Eliot and others, went over Mystic River, at Medford, and going N. and by E. among the rocks, about 2 or 3 M., they came to a very great pond, having in the midst an island of about one acre [contains seven acres], and covered very thick with trees of Pine and Beech; and the pond had divers small rocks standing up here and there in it, which they thereupon called Spot Pond. They went all about it upon the ice."

* *The Langwood* is the summer-resort hotel of this great natural park, on high ground near pine groves, and with 8 acres of lawns. On the W. it overlooks Spot Pond and the blue mountains of New Hampshire; and on the E. it looks down on Melrose, Lynn, Salem, and the distant sea. A part of the hotel was erected some years ago, by an English gentleman, for a country-seat, amid these Massachusetts Trosachs. The prices of board are from $15 to $30 a week. It is less than 1 M. to Wyoming station (see page 275), to which free carriages are run. See also page 189.

Boston to Provincetown, by Sea.

This interesting and attractive route is served by the steamer *Longfellow*, which leaves Battery Wharf, Boston, daily (except Sunday), in summer, at 9 A. M., reaching Provincetown about 1 o'clock. It departs at 2.30 P. M., and reaches Boston before 7. Excursion tickets, $ 1. Meals on board; but no liquors. At other seasons the *Longfellow* runs less frequently.

The voyage down Boston Harbor is full of interest, and its chief points are described on pages 22–23. In passing outside Boston Light, the course is laid right out to sea, running obliquely off the South Shore, with the populous and picturesque North Shore nearly astern. On the right the long levels of Nantasket Beach stretch away, with its great hotels and clusters of cottages, and far away over these rise the noble Blue Hills of Milton. Lower down on the South Shore appear the forest-covered ridges of Marshfield, with the bold blue hills of Manomet, more distant, rising apparently island-like from the sea, beyond Plymouth. The course lies almost S. E., across the magnificent Massachusetts Bay, with deep-sea shipping now and then passing on either side. Presently the low sand-hills of Race Point rise out of the level blue horizon ahead, with the spires of Provincetown beyond, the town being hidden behind the hills

Provincetown, see page 57.

The waters of Boston Harbor and Massachusetts Bay are traversed in summer by many pleasure-steamboats. The boats to Nahant, and to Downer Landing and Hingham, and to Hull and Nantasket Beach, run several times daily, at low fares. There are other daily routes to Plymouth, Beverly and Salem, Gloucester, and Provincetown; and larger steamers, purely for excursion purposes, run along the North and South Shores. (See the daily papers.)

Boston to New York, via Newport.

The Fall-River Line.

By the summer double service, Pullman vestibuled express-trains leave Boston (Park-Square station) at 6 and 7 P. M., connecting with steamboats starting from Fall River at 7.35 and 8.25 P. M. The 7.35 boat touches at Newport; the other goes to New York direct. They are both due at 7.30 A. M. at New York. The steamers leave New York at 5 30 and 6.15 P. M., connecting at Fall River early in the morning with express-trains for Boston, etc. Meals are served *à la carte* on the boats. State-rooms command an extra price, and should be secured two or three days in advance.

The trains of the Fall-River Line run via Hyde Park, Canton, Stoughton Central, North Easton, and Taunton.

From May to November, first-class steamboats ply between Providence and New York, by Long-Island Sound, leaving New York at 5.30 P. M., and the connecting trains leaving Boston at 6.30 P. M. (from Park-Square station).

The train soon crosses the Fort-Point Channel, and runs through S. Boston and the pretty villages of the Dorchester District (see Route 2). After crossing the Neponset River, *Atlantic* station is reached; whence the Granite Branch diverges to the S. W. to E. Milton and W. Quincy (3¼ M.), in the Blue Hills.

This branch was the first railroad in America (built in 1826), and over it horses drew granite-laden cars from the quarries to the river. The **Blue Hills** cover 20 square miles, and are older than the Alps or Pyrenees. Charles of England named them the Cheviot Hills. In 1½ hrs. one can go from Boston Common to the top of the dome-like chief Blue Hill (railway to Readville; highway, 1⅞ M.; path, ⅞ M.), 635 ft. high, and viewing 125 town and villages, Boston, Cambridge, Dorchester, Nahant, Cape Ann, Boston Harbor, the ocean, Hingham, Scituate, Marshfield, the Plymouth hills, Duxbury, Bridgewater, Fall River, Woonsocket Hill (R. I.), Princeton, Wachusett, Mt. Watatic, Grand Monadnock, Temple Mt. (N. H.), etc.

Squantum (2 M. N. E. of Atlantic) is a bold bluff overlooking the harbor, and crowned by several boarding-houses and villas. At *Moon Island* the great Boston sewer (finished in 1884) empties into the harbor. Squantum was the home of Chickatabut, Sachem of Massachusetts, and was named for Squantum, the firm friend of the Pilgrims, who, when dying, besought Gov. Bradford to pray for him "that he might go to the Englishmen's God in heaven."

Wollaston Heights (*Wollaston Hotel*) is a beautiful village (founded in 1870) built on the lofty slopes of one of the easterly Blue Hills, commanding broad water-views. ¾ M. N. E. is the venerable Quincy homestead, near which is the National Sailors' Home, fronting on the bay. **Quincy** is the chief station in a large and picturesque agricultural city, much of whose land is in the estates of the illustrious Adams and Quincy families. It has 17,000 inhabitants, 7 churches, a paper, 70 farms, and 700 acres of salt marsh. Opposite the granite city-hall is the *Adams Temple*, an antique church near which the two Presidents Adams are buried. A handsome granite shaft in the Wollaston cemetery commemorates 113 soldiers of Quincy who died in the war for the Union. The *Adams Academy* is in this village, and the beautiful Crane Library.

John Adams, born in Quincy, 1735, was a firm opponent of the Stamp Act, defender of Captain Preston and his soldiers in the so-called "Boston Massacre" trial, and Congressman, 1774–77. In 1776, as leader of the committee on the Declaration of Independence, he fought the Declaration through Congress in a three days' debate. In 1778, 1779, and 1782, he visited Paris on a special mission, and in 1782 was chosen ambassador to Holland. In 1785–88 he was minister to England. He was the first Vice-President, and in 1796 was elected President by the Federalists, defeating Jefferson, the Republican candidate, and succeeding Washington. From 1801 to 1826 he lived on his estate in Quincy, and died on the same day as Jefferson, — July 4, 1826, the 50th anniversary of the Declaration of Independence.

John Quincy Adams, son of John Adams, born Quincy, 1767. He remained in Europe most of the time between 1778 and 1785, then graduated at Harvard, and became a lawyer and publicist. He was successively minister to Holland, England, and Prussia, 1794–1801. A United States senator 1803–8; in 1809 he became minister to Russia, and later was appointed minister to England. Secretary of State, 1817–25, in the latter year he was elected President of the United States

(the 6th). From 1831 to 1848 he was in Congress, and died suddenly in the Capitol (1848), his last words being, "This is the last of earth; I am content." Under his influence (as Secretary of State or President) great national works were carried on; Florida was added to the Union; and the South American republics were recognized. An opponent of the extension of slavery, and a powerful advocate of the right of petition, his powers continued until the last, and won for him the title of "the Old Man Eloquent."

Charles Francis Adams, his son, was born in Boston in 1807, and long lived in Europe. He was one of the founders of the present Republican party, was sometime a Congressman, and in 1861 received the hereditary office of minister to England. He held this position until 1868, — an arduous duty, since, during this time, the (unofficial but efficient) English sympathy with the Rebel States required sleepless vigilance on his part. In 1872 he was one of the commissioners to Geneva (for the settlement of the "Alabama" trouble), and conducted his part of the work with great skill.

John Hancock, born at Quincy 1737, became a wealthy Boston merchant, and early opposed the aggressions of Parliament, so that he and Samuel Adams alone were excepted from the general pardon which General Gage offered to the Americans. Sometime President of the Provincial Congress, in 1775 he was President of the Continental Congress, and was the first to sign the Declaration of Independence. Later he became an officer in the militia, and was governor of Massachusetts 1780–85, and 1787–93.

This district was first settled by Weston's company (1622), and Wollaston's (1625), at a place called **Merry Mount,** where their conduct was so opposed to the principles of the Pilgrims that Miles Standish marched from Plymouth against these jovial Episcopalians, and sent their chiefs captive to England. In 1630 the Plymouth forces made another damaging attack on Merry Mount. Thomas Morton, of this colony, who was twice banished to England, and once imprisoned for one year by the Plymouth government, wrote the "New English Canaan," in which he gives the following account of the aborigines: "The Indians may be rather accompted as living richly, wanting nothing that is needful; and to be commended for leading a contented life, the younger being ruled by the elder, and the elder ruled by the Powahs, and the Powahs are ruled by the Devill, and then you may imagine what good rule is like to be amongst them." This curiously agrees with Cotton Mather's theory that "the Indians are under the special protection of the Devill."

Braintree is an ancient farming-town of 5,000 inhabitants, with shoe-factories, and the stately Thayer Academy; a railway diverges to Cohasset and Marshfield; and at *S. Braintree* a railway diverges to Abington and Plymouth. Station of **Randolph** (*Howard House*) and *Stoughton* are in prosperous shoe-making towns, among the hills. At *N. Easton* is the great Ames shovel-factory (see page 53 *b*). Easton station is 2 M. N. E. of *Easton.* Raynham is a lowland farming-town, famous in the Indian wars.

Taunton (*City Hotel*, $3 a day, on City Square) was founded by Miss Elizabeth Pool, a pious Puritan lady, of Taunton, in Somersetshire. The settlement was on the territory of Cohannet, and King Philip was friendly to the Tauntonians until midsummer of 1676, when he attacked the place, and was driven off and followed sharply until he was killed. In 1810 there were but 50 houses here; but the water-power of the river soon induced the location of factories, until it became a large manufacturing city, with 25,000 inhabitants. The Mason Machine Works and Taunton Locomotive Works employ 800 men. The Tack Companies make 700 varieties, from a heavy boat-nail down to microscopic tacks weighing 4,000 to the ounce. In

1871, 18,000,000 bricks were made here. The Taunton Copper Co. covers 15 acres with their buildings, and works up 3,000,000 or 4,000,000 pounds of copper yearly. There are also 11 foundries, and manufactories of screws, stove-linings, and copper, large cotton-mills, and a famous manufactory of Britannia ware. With all this, the city is clean and orderly, and clusters around the central square called Taunton Green. There are 19 churches, of which St. Mary's (Catholic) on Broadway, St. Thomas (Episcopal), and the First Unitarian, on Church Green, are fine stone structures. The latter is a large, rambling, Saxon-towered church, which looks like some secluded parish-church of Merrie England which was built before the Conquest. The City Hall fronts on Church Green, and the Public Library is next to the rude stone church (Congregational) on Broadway. The extensive buildings of the State Lunatic Asylum are near Taunton Green, surrounded by pleasant grounds. The handsome Elizabethan High School, the Court-house, and the Public Library (30,000 volumes), merit notice.

Stations, *Weir Junction, Weir, N. Dighton, Dighton.* Near the latter place, on the opposite shore, is the famous Dighton Rock, — a long mass of granite with rude sculptures and inscriptions upon it (copied and published in the *Antiquitates Americanæ*, Copenhagen), which some scholars refer to the Norsemen in the 11th century, while President Stiles speaks of "the Phœnicians, who charged the Dighton Rock, and other rocks in Narragansett Bay, with Punic inscriptions which remain to this day." It is said that near this place a skeleton was found (in 1834) with a brazen belt and breastplate, which is probably the same which inspired Longfellow's fine poem, "The Skeleton in Armor." Station *Somerset*, then

Fall River (*Mellen House*), an energetic and growing city, which enjoys a rare combination of great water-power on the margin of navigable waters. The river rises in the Watuppa Ponds on the highlands 2 M. E. of the city, and falls 136 ft. in less than half a mile. Along this incline immense factories are drawn up like platoons in a marching regiment, built across the stream and resting on the granitic banks on either side. Over $40,000,000 are invested in these works, and 20,000 persons are employed in them. The great article of manufacture is cotton cloth, and more spindles are here engaged upon that work than in any other city in America. Most of the mills are now run by steam-power. Large quarries of granite are worked in the vicinity of the city, and many of its edifices, including some of the factories, two or three churches, and the City Hall, are built of that material. The city is compactly built, and fronts on Mount Hope Bay, across which Mount Hope looms into view. On South and North Main Sts. are the principal churches, the City Hall, Post Office, and hotels, and from the City Hall a group of parallel factories stretches westward and downward to the Bay. Fall River was formerly divided by the Rhode Island line,

but a change of boundary secured to Massachusetts, Fall River. "The Border City." Its population is 75,000, 12,000 being French Canadians.

The B. M. C. Durfee High School is a noble memorial, built in 1883-87, on the far-viewing Rock-Street heights, where the finest mansions are located, overlooking the bays. The city has 35 churches and 11 newspapers, and a public library of 45,000 volumes. It enjoys a considerable maritime trade, with steamship lines to Providence and Philadelphia.

Daily stages from Fall River to Westport, 8½ M.; Westport Point, 16½; New Bedford, 16; Dartmouth, 16; Tiverton, 6½; Little Compton, 17; Portsmouth, 10½; Newport, 15½; Swansea, 4; Seekonk, 14½; Providence, 17. N. Y., N. H., & H. R. R. runs several trains week-days to New Bedford and Providence.

Two divisions of the N. Y., N. H., & H. R. R. unite here, and run through **Tiverton,** to Rhode Island and Newport, 19 M.

The palatial steamers, leaving Fall River in the early evening, stop at

Newport.

Hotels. — *Ocean House, Bellevue Ave., 400 guests, $5 a day, $30 a week; Cliffs Hotel, viewing the sea, on a high point; Aquidneck House, Pelham St., 150 guests, $4 a day, $15 to $25 a week; Perry House, Washington Sq., 160 guests, $3 a day; Kay Street House, 100 guests, $3 a day. Boarding-houses on Pelham, Church, and Catherine Sts.

Reading-rooms. — At the Redwood Library; the Free Library, on Thames Street. ***The Casino,** on Bellevue Ave., is a handsome old-English building, 200 ft. long, with reading-rooms, etc., a theatre, racquet-court, tennis-lawn, etc. The Newport Historical Society occupies the Seventh-Day Baptist Church, built in 1729, and now next to the Synagogue. The rooms are open from 10 to 2, daily.

Churches. — Baptist, on Spring, Farewell, and Clark Streets; Catholic, St. Mary's, Spring St.; Congregationalist, Spring St.; Methodist Episcopal, Marlboro St., Thames St.; Episcopal, Trinity, Church St.; Zion, Emmanuel, All Saints (Dr. Potter), Beach St. The Channing Church is of rich rose-granite, with stained windows by Lafarge. The Congregational Church, successor to that of Hopkins and Stiles, was richly frescoed by Lafarge in Oriental designs.

Bathing, on First Beach. During the hours when the white flag floats bathing in costume is obligatory. While the red flag is displayed (1–3 P. M.), the beach is reserved for gentlemen.

Stages run to First Beach and other points at regular hours. Electric cars to Morton Park and the Beach.

Steamboats run to Rocky Point and Providence four times daily (in summer), excursion tickets, 75c.; to Wickford (connecting with Shore Line R. R. for New York), 3 times daily; to Narragansett Pier, 3 times daily. The magnificent steamers of the Fall-River Line to New York touch at Newport every evening on their way to New York. Daily to Block Island.

Railroads. — The N. Y., N. H., & H., to Boston, 69 miles, fare $1.70. *Via* Wickford (by steam-ferry) and Shore Line to New York, 180 miles.

The harbor of Newport was first visited (during the historic epoch) by Verrazzani, a noble Florentine, who was sent with the frigate Dauphin, by King Francis I. of France, to explore the American coast. He remained two weeks here, refitting his ship, resting his men, and preparing reports for his royal master. The Dutch and English explorers visited the place occasionally, until in 1639 the settlement was made by exiled dissenters from the State church of Puritan land. These embraced Baptists, Antinomians, and many Quakers, and Rhode Island had such a consequent air of heterodoxy and irregularity about it that it was excluded from the league of the United Colonies, although it had received a royal charter in 1665. So late as the beginning of the present century, President Dwight attributed the laxity of morals in Stonington to "its nearness to Rhode Island." So the little colony drew in its outlying settlements, fortified Providence, and maintained armed vessels cruising about Rhode Island throughout King Philip's War, so that no hostile Indian landed on the shores of the "Isle of Peace."

Anawan, the chief captain of King Philip, and 60 of his bravest warriors, surrendered to Captain Church after the death of Philip, being promised amnesty. The broken-hearted chief delivered up his sovereign's rude regalia, and all accompanied Church to Newport, where, shortly after, in Church's absence, he was per-

fidiously beheaded. The chief Tispaquin and his men also surrendered to Church under solemn pledges of pardon and amnesty, but the murder of this patriotic leader was reserved for the people of Plymouth.

In 1729–31 Dean Berkeley gave a high literary tone to the colony, and organized a philosophic society and scientific discussions. The harbor of Newport was fortified in 1733. The royal census of 1730 reported 4,640 inhabitants in the town. In 1769–70 Newport stood second only to Boston in the extent of its commerce, being far ahead of New York. Its population in 1774 was 12,000, and in 1870 it was 12,518. In Dec., 1776, the town was captured by a British expedition from New York, and was held until Nov., 1779. Lord Percy commanded here until he was summoned to England to assume the Dukedom of Northumberland. The Hessian Waldeck regiment (1,500 men) formed part of the garrison, and Admiral Howe's fleet wintered here, 1777–78, and returned here after its battle with D'Estaing's fleet off Point Judith. Later in the year D'Estaing made a daring demonstration, which caused the British to burn six frigates before the town. Sullivan and Green advanced down the island in Aug., 1778, but were forced to retire, after an indecisive action. In Nov., 1779, the Anglo-Hessian army evacuated the place, having destroyed the wharves, fortifications, &c. In 1779 D'Estaing worsted Admiral Arbuthnot in a petty action off Gardiner's Island, and then returned to Newport. In July, 1780, a large fleet, commanded by the Chevalier de Ternay, "Knight of St. John of Jerusalem, Governor of the Islands of France and Bourbon," &c., appeared in the harbor, bringing the Count de Rochambeau and 6,000 French soldiers (the regiments Bourbonnais, Agenois, Royal Auvergne, de Saintonge, Royal Deux-Ponts, Touraine, Soissonais, &c.). Among his officers were Aubert Dubayet, who afterwards was gen. commanding Mayence and in La Vendée, and in 1796 was Minister of War; Count d'Autichamp, afterwards an *emigré* who served in all Condé's campaigns; Viscount Beauharnais, afterwards President of the French Assembly and Minister of War, who was guillotined in 1794. His son Eugene became Viceroy of Italy, and his widow, Josephine, became Empress of France; Berthier, afterwards Marshal of France and Prince of Neufchatel and Wagram, created by Louis XVIII. a Peer of France, and assassinated at Bamberg in 1815; Viscount de Bethisy, afterwards lieut.-gen. in the army of Condé; Christian, Count of Forbach, and William, his successor, fought in the Royal Deux Ponts regiment; Count Axel Fersen, later Grand Marshal of Sweden; Viscount de Fleury, later Marshal of France; the Duke de Lauzun, who commanded the Army of the Rhine and of La Rochelle, defeated the royalist La Vendée, and was guillotined in 1794; Viscount de Noailles; Marquis de Chastellux; Viscount Laval, and his son, afterwards the Duke de Laval; Viscount de Mirabeau, colonel of the regiment La Touraine, brother of the great Mirabeau; Count du Muy; Chevalier de Mauduit-Plessis; Marquis de Viomenil; Viscount de Fleury; Count de Dumas; Chevalier Dupertail; Duke de Damas; Viscount Desandrouins; Arthur Count de Dillon, who defeated the Prussians at Argonne and Verdun, and was guillotined in 1794; Marquis de Dubouchet; Baron Turreau; Baron Viomenil; Victor de Broglie; Count de Custine, a veteran of the Great Frederick's Seven Year's War, afterwards governor of Toulon, commander of the Army of the North, and of the Lower Rhine, and guillotined in 1793.

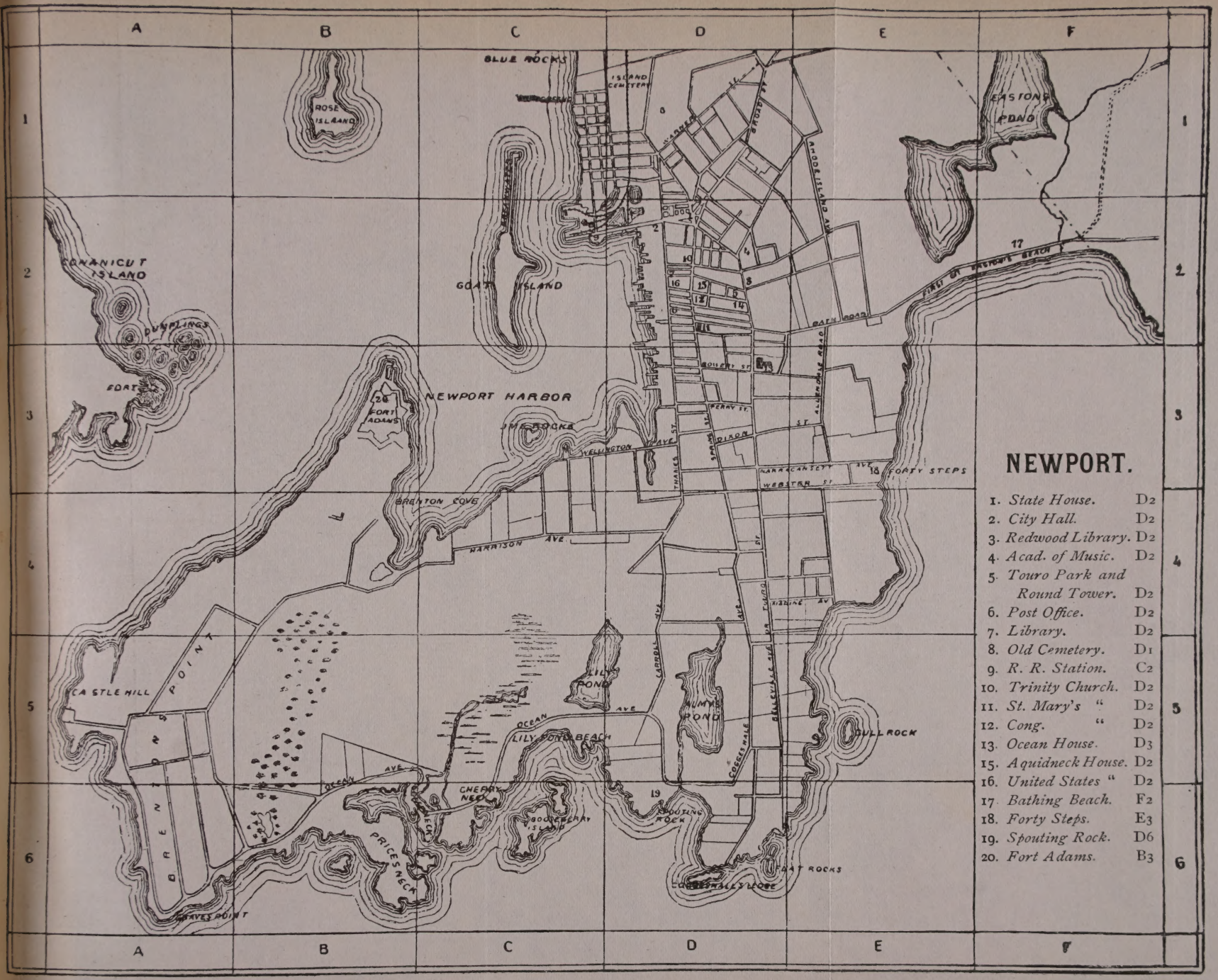
In 1781 the Chevalier de Tilly broke up Arnold's raiding fleet in the Chesapeake, and brought the "Romulus," 44, and six other prizes into Newport. Throughout the war, Newport was rudely handled and gradually demolished, until Brissot de Warville, visiting the place in 1788, said that it resembled Liége after the great siege. "The reign of solitude is only interrupted by groups of idle men standing with folded arms at the corners of the streets; houses falling to ruin; miserable shops which present nothing but a few coarse stuffs, or baskets of apples, and other things of little value; grass growing in the public square in front of the court of justice; rags stuffed in the windows, or hung upon hideous women and lean, unquiet children." At the close of the Revolution, the French government made strenuous efforts to have Rhode Island ceded to the domain of France. President Adams made a naval station here, fortified with six batteries. Dr. Samuel Hopkins, the founder of the Hopkinsian school of theology ("System of Theology"), and hero of Mrs. Stowe's novel, "The Minister's Wooing," preached at Newport, 1770–1803. Dr. Stiles, afterwards President of Yale College, preached here for many years. The population, which in 1782 was reduced to 5,530, rose slowly until the war of 1812 stopped its growth, and since then the progress of

Newport has been slow and uneven. But this unprogressive and tranquil spirit constitutes one of the charms of Newport, and makes of this quiet little marine city the Ostend, the Nice of America.

William Ellery Channing was born at Newport in 1780 (died 1842). "The influences of the climate and scenery of the island where his boyhood was passed, had no slight influence upon the social and moral attributes of his mind." He won the highest honors at Harvard University, and afterwards was pastor of a Unitarian Church in Boston for 37 years. He was an abolitionist, an anti-annexationist, and an advocate of peace, and his principles were sustained with fearless independence, plain-spoken fidelity, and a solemn and impressive manner. As the leader of the liberal party in the Unitarian controversy, his power was derived as much from the symmetrical beauty of his life as from the remarkable strength of his writings. "He has the love of wisdom, and the wisdom of love." — COLERIDGE, of Channing.

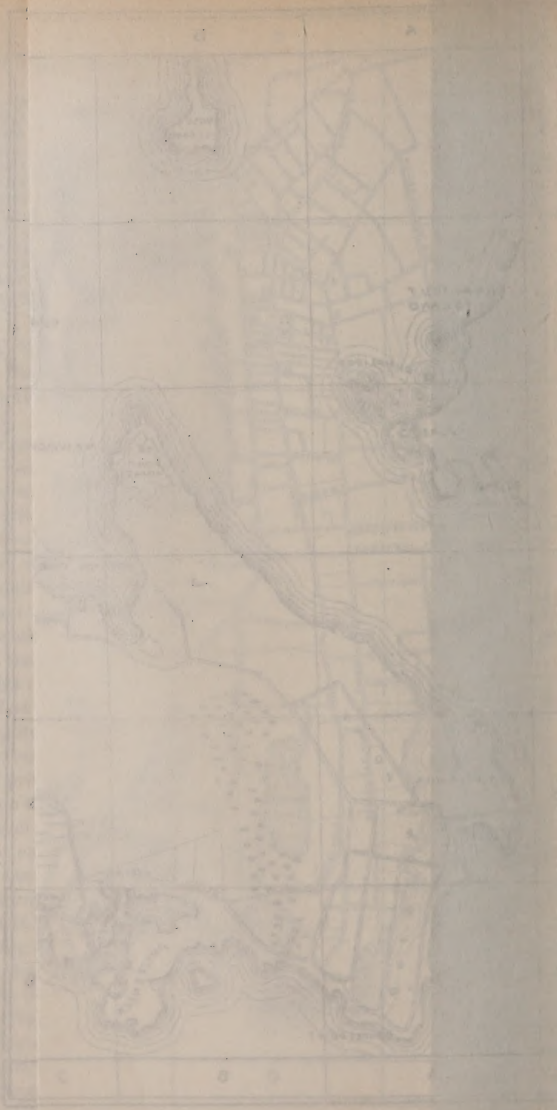
Newport, "the Queen of American watering-places," and a semi-capital of the State of Rhode Island, is on the S. W. shore of the island from which the State is named, and fronts, across its harbor, on Narragansett Bay. Its older portion, lying near the wharves, has many narrow streets, bordered with the houses of the year-round residents, many of which are mansions of the old time. New Newport almost surrounds the old town, and stretches away to the S. with a great number of handsome villas and cottages. The bathing and boating at Newport are fine, the drives over the "Isle of Peace" are varied and pleasant, but the chief charm of the place is its balmy and equable climate, due, according to most opinions, to a divergence in this direction of the waters of the Gulf Stream. Dean Berkeley likened the atmosphere of Newport to that of Italy, while another writer speaks of the damp sea-air and equable climate as resembling those of England. Fogs are of frequent occurrence, but of short duration. There are many summer visitors from the South and the West Indies, while the array of literary talent which gathers here yearly is quite attractive. Several of the ambassadors from Europe, with the nobles connected with the embassies, spend their summers here. The feature of private cottages is largely developed here, and hotel life is quite subordinate to it. Wealthy New York and Boston merchants move into their palatial villas early in the summer, and have their horses and carriages sent on, so that the broad, firm avenues, and the hard and level beaches are filled with cheerful life.

The central point in Old Newport is Washington Square, with its mall and fountain. The **State House** fronts on this Square,—a plain but solid old building erected in 1741, which served as a hospital from 1776 to 1781. From its steps the Declaration of Independence was read, July 20, 1776, and in its Senate Chamber is a fine portrait of George Washington, by Stuart. The City Hall, the Perry Hotel, and the mansion taken by Com. Perry after his victory at Lake Erie, all front on this Square. Gen. Washington passed through this Square on his way to Rochambeau's headquarters in his first visit to Newport. In the evening the town was illuminated, and Washington, Rochambeau, and the French nobles



NEWPORT.

1.	*State House.*	D2
2.	*City Hall.*	D2
3.	*Redwood Library.*	D2
4.	*Acad. of Music.*	D2
5.	*Touro Park and Round Tower.*	D2
6.	*Post Office.*	D2
7.	*Library.*	D2
8.	*Old Cemetery.*	D1
9.	*R. R. Station.*	C2
10.	*Trinity Church.*	D2
11.	*St. Mary's* "	D2
12.	*Cong.* "	D2
13.	*Ocean House.*	D3
15.	*Aquidneck House.*	D2
16.	*United States* "	D2
17.	*Bathing Beach.*	F2
18.	*Forty Steps.*	E3
19.	*Spouting Rock.*	D6
20.	*Fort Adams.*	B3



paraded through the streets. **Trinity Church** (on Church St.) was built in the early part of the last century, and was often preached in by Dean Berkeley (1729 to 1731). He presented an organ (still in use) to this church, and left a dearer token, one of his children, in the old churchyard. On Farewell St. is an ancient cemetery, where are buried many of the earliest colonists and their governors. The Jewish cemetery on Touro St. is a beautiful garden-spot kept in perfect order. Near it is the Synagogue, the first in the Union (built in 1762), used in summer, and kept in order by permanent endowments. The ***Redwood Library** is south of the cemetery, in a handsome Doric building, dating from 1750. An elegant though small library is kept here, and some good paintings, together with some fine pieces of statuary. The King of England gave 84 volumes to this library, and Dean Berkeley gave also a large number ; but when the evacuating British army carried even the church-bells with them, they spared not the Redwood Library. Touro Park is a favorite resort, and was the gift of Judah Touro, born at Newport in 1775, the son of Isaac Touro, the pastor of the Jewish Synagogue. From 1802 to 1854 he lived in New Orleans, where he amassed a large fortune which he left to various charities, mostly those of the Christian Church, though he himself was a Jew. "He gave $10,000 towards the Bunker Hill Monument." On this Park, surrounded by an iron fence, stands the ***Round Tower,** otherwise called the **Old Stone Mill,** a circular stone tower supported on round arches. More battles of the antiquarians have been fought over this ancient tower than could well be numbered, the radical theories of its origin being, on the one side, that it was built by the Norsemen in the 11th century, and on the other that a colonial governor (over perhaps 500 people), built it for a windmill in the 17th century. Verrazzani spent 15 days in the harbor and exploring the land (1524), but makes no mention of this tower ; while, on the other hand, it is certain that the early colonists never built in such architecture or materials as are here seen. The only thing in favor of the mill theory is the fact that Gov. Benedict Arnold (died in 1678) bequeathes it in his will as "my stone-built windmill." The opening scenes of Cooper's "Spy" are laid in this vicinity ; and Longfellow's poem, "The Skeleton in Armor," has told its story. But "its history has already, in Young America, passed into the region of myth." Near the round tower stands the statue of Commodore M. C. Perry, who opened Japan to the world (1854) ; also the statue of William Ellery Channing, erected in 1893.

The Vernon House (corner Mary and Clarke Sts.) was Rochambeau's headquarters in 1780. Also on Clarke St. is the Central Baptist Church, built in 1733, and next to it is the armory of the Newport Artillery Company, an *élite* corps, formed in 1741. The first Methodist steeple in the

world is on the church on Marlboro St. The Channing Mansion (built 1720) is near Thames St. The First Baptist Church, on Spring St., dates from 1638. In the office of the *Mercury*, a weekly paper started in 1758, is Ben. Franklin's printing-press, imported in 1720. The *News* is a bright daily newspaper.

12 M. N. E. of Newport is the **Stone Bridge** which unites Rhode Island with the mainland at Tiverton. About 7 M. out is the **Glen**, a romantic spot, tree-shaded and quiet, where an old mill stands near a small pond. This is a favorite drive for the Newport visitors, forming an easy afternoon's ride. A small hotel is situated 1–2 M. from the Glen, and a church in the vicinity was frequently preached in by Dr. Channing, "the Apostle of Unitarianism."

6–7 M. from Newport, on a road running to the W. of the Stone Bridge highway, is **Lawton's Valley**, a beautiful rural resort, rich in verdure and in trees which are kept green by a bright stream flowing seaward. The Pond and Old Mill are the principal objects in the scenery. Over the valley is Butt's Hill, where Sir Robert Pigott attacked the Americans under Sullivan and Green on their retreat from the siege. Pigott impulsively attacked the halting army, and was beaten back by them until nightfall, when the Americans continued their retreat to the mainland, saving both their artillery and their stores. The British loss was 260, while the New England militia lost 206 men. 3½ M. from Newport, on this road, is the pretty little church of the Holy Cross, and near it is the farmhouse used by the British Gen. Prescott as headquarters. On the night of July 10, 1777, Lieut.-Col. Barton and a small party crossed Narraganset Bay in a boat, and took Prescott from his bed, carrying him into captivity. He was exchanged for Gen. Lee.

The grand drive is on * **Bellevue Avenue** and Ocean Avenue, lined with villas, and running miles to the S. W. Here, at the fashionable hour, passes a procession of elegant equipages only equalled in Central Park, Hyde Park, or the Bois de Boulogne. Many of the homes along this avenue are of palatial splendor, and they form a handsome panorama of architecture. Bailey's Beach is at the end of Bellevue Ave.; and among the rocky cliffs on the shore near by is the **Spouting Cave**, a deep cavern running back from the sea, into which great waves crowd after a storm from the S. E. Unable to go farther, they break with a heavy boom, and dash upward through an opening in the roof, sometimes to a height of 40–50 ft. From the cliffs in the vicinity a noble sea-view is gained, stretching as far as Block Island, 30 miles S. W. The picturesque Gooseberry Island is nearer, in the foreground. "A finer sea-view — lit up, as it is, moreover,

by the ever truly fairy-like spectacle of ships gliding under sail over the waters — the eye can rarely witness." Narragansett Ave. runs at right angles with Bellevue Ave., and terminates on the E. at the **Forty Steps** (leading down the rocks). It is lined with fine houses.

The * **First Beach** (about ½ M. from the Ocean House) is a strip of white sand, hard and smooth, extending for 1 M. in length and lined with bath-houses. The slope of the shore is very gradual, and the surf is light rather than heavy, so that this is one of the safest beaches on the coast. It is a lively and brilliant scene here during the hours of the white flag in warm days, and the beach is fringed with carriages. The Cliff Cottages are in this vicinity. 1 M. E. is the Second, or **Sachuest Beach,** whose "hard black beach is the most perfect race-course, and the heaving of the sea sympathizes with the rider, and inspires him." The hours of low tide are the favorite times to ride here. * **Purgatory** is at the W. end of Sachuest Beach. It is a wonderful chasm, 160 ft. long, 40 – 50 ft. deep, and 8 – 14 ft. wide at the top, torn out by upheaval or eaten by the waves, in the graywacke rock. Several feet of water remain in the chasm at low tide, and in stormy high tides heavy masses of water boom through it. The familiar story of the Lover's Leap of course attaches to this place, but is antedated by the legend that the Devil once threw into it a sinful Indian squaw, and his hoof-marks can be seen by all unbelievers. Other stories, of later date, attach to Purgatory, but the origin of its name does not transpire. Paradise is a verdant valley adorned with cottages, opening off Sachuest Beach, and near it is a mass of rocks and upheaved boulders called Paradise Lost. The Third Beach is a long, quiet, and sequestered line of sand, above which are the **Hanging Rocks,** where, in a sheltered natural alcove, Dean Berkeley loved to sit, and look out over the wide sea, and write down his meditations.

Here he composed "Alciphron; or the Minute Philosopher," a series of Platonic dialogues defending the Christian system. Here probably he wrote the noble lyric ending with the prophecy: —

> "Westward the course of empire takes its way,
> The four first acts already past,
> A fifth shall end the drama with the day.
> Time's noblest offspring is the last."

George Berkeley, Dean of Derry, a famous philosopher and idealist, conceived a plan for converting the American Indians by a university, and came to Newport, under royal charter, in 1729. He built the mansion "Whitehall" (now a farmhouse), 3 M. from the town, but soon found that his scheme was impracticable, and returned to England in 1731, giving his Newport estate and a fine library to Yale and Harvard Colleges. From 1733 until his death (in 1753) he was Bishop of Cloyne.

Washington Allston was fond of roaming on these beaches, and Dr. Channing once remarked (of First Beach), "No spot on earth has helped to form me so much as that beach."

Sachuest Point is on the S. E. of the island, and is much visited by fishermen. Newport has 19,499 inhabitants (census of 1890).

To *Miantonomi Hill*, 1½ M. from the city, with its old British earthworks and noble view of Newport and its environs, is a pleasant excursion for a clear day. *Honeyman's Hill*, near Miantonomi, is another far-viewing point. The old Malbone Estate (see "Malbone; a Romance of Oldport," by T. W. Higginson) was at the foot of Miantonomi Hill.

The *Pirates' Cave* and Bateman's Point are often visited, being about 4½ M. from the city, and a favorite drive is around the Neck, past Fort Adams, and along Ocean and Bellevue Aves. to the city again, the distance being little more than 10 M.

Fort Adams, distant 3¼–4 M. from the city (by Thames St. and Wellington Ave.). This is the strongest (save two, Fort Monroe and Fort Richmond) of the coast defences of the U. S., and mounts 468 cannon, requiring a garrison of 3,000 men. Its systems of covered ways, casemates, and other protective works, is complete. The "fort days," (twice weekly), when the garrison band plays its best music, attract great numbers of visitors, and many carriages pass the imposing granite walls. The fort is armed partly with Rodman guns.

This fortress is on Brenton's Point, named for the noble family of that name. William Brenton was governor of the colony 1666–69; his son, Jahleel, was a customs officer under William III.; his grandson, Jahleel, resided on the great family estates in the island; his great-grandson, Jahleel, refused very tempting offers from the Americans, left his estates, which were afterwards confiscated, and commanded the British frigate, the "Queen"; his great-great-grandson, Jahleel, an English knight and rear-admiral of the Blue, died at London in 1844.

Conanicut Island is opposite Newport, and is visited by several steamboats daily. It has a pleasant village of summer cottages, with broad avenues. (See page 65 *a*.)

Goat Island, opposite the city-wharves, is the headquarters of the torpedo division of the U. S. Naval Service. Here is the school in which the young officers of the navy are instructed in the torpedo service. *Lime Rock* is beyond Goat Island, and is famed for being the home of Ida Lewis, the American Grace Darling, who has saved many lives in this harbor. *Rose Island* is farther out in the Bay, and has the remains of an old fort upon it. Fort Greene was built in 1798, near the Blue Rocks and the line of Washington St., and is now used as a park. On *Coaster's Harbor Island* is the U.-S. Naval Training College.

Rhode Island was bought from the Indians in 1638. Its name was Aquidneck, "Floating on the Water." The discoverers named it Claudia, and a later exploring expedition from Holland, coming upon it in the autumn, when its forests were in bright colors, called it Rood Eylandt, the Red Island. Roger Williams tried to fasten the name "Patmos" upon it, but Rhode Island prevailed, derived, according to some, from its similarity to the Isle of Rhodes, a Moslem fortress in the E. Mediterranean. In that early day Neale called it "the garden of New England," and even now the Rhode Island farms are the most valuable in the six States. Off its shores are caught 112 kinds of fish, ranging from whales to smelts. The island is 15 M. long by 3–4 M. wide, and is "pleasantly laid

out in hills and vales and rising grounds, with plenty of excellent springs and fine rivulets, and many delightful landscapes of rock, and promontories, and adjacent lands."

Malbone, the celebrated portrait-painter, was born at Newport in 1777, and Capt. Decatur, of the navy, was born here in 1751, whose son was Stephen Decatur, "the Bayard of the seas."

After leaving Fall River, and touching at Newport, the steamer moves on steadily through the night, passing Point Judith, Block Island, and Fisher's Island, after which she enters the tranquil waters of Long Island Sound. At a very early hour the narrowing W. end of the Sound is entered, and the shores of Westchester County are passed on the N. Throgg's Neck, on the r., bears Fort Schuyler (318 guns), out on the Sound, which is mated by a strong fortress on Willet's Point (opposite). After passing several villages, Flushing Bay opens to the l., with the beautiful village of Flushing at its head. Richly cultivated islands and shores follow, up to Randall's Island, with the House of Refuge, and Ward's Island, with the Emigrant-Refuge and Hospital.

The steamer now enters **Hell Gate**, a wild and turbulent succession of strong currents and whirlpools, caused by the action of immense bodies of water, in the changes of the tide, being poured through this narrow and sinuous strait, which abounds in rocky islets and sunken ledges. The passage of this point was formerly difficult and dangerous, and two or three British frigates were wrecked here during our wars. But immense ledges have been removed by submarine blasting, and now but little danger remains. Astoria and Ravenswood are beautiful villages soon passed on the Long-Island shore, after which **Blackwell's Island** comes into view, with its long lines of charitable and correctional establishments

The octagonal building, with two long wings, is the Lunatic Asylum. One wing is reserved for each sex, while the more noisy maniacs are kept in a separate building on the E. The Work-Houses come next, where willing hands which can find no work, and vagrants, who will not do honest labor, are furnished with appropriate work. The extensive Alms-House, with the handsome house of the Superintendent, come next, being divided into male and female departments. Then the extensive Penitentiary and Charity-Hospital are passed, and, on the lower end of the island, the ornate building of the hospital nurses. These structures are all of granite, quarried here by the convicts, and probably there is no cluster of such institutions, in the same space, in the world, which combine so much of safety, comfort, and practical influence for correction and restraint. Deep ship-channels run on each side of the

island, and on the Manhattan shore, opposite its centre, is the great German Festival-Garden called Jones' Wood. Hunter's Point and Greenpoint are now passed on the left, and a long line, on both sides of the East River, of foundries and factories. Then comes Williamsburg with its shipyards. On the l., and beyond it, fronting on Wallabout Bay, is the Brooklyn Navy-Yard, the principal naval-station of the Union, where several U. S. frigates may usually be seen. Crowded wharves now stretch into the stream on each side, with forests of masts, while fleet and powerful tug-boats dart to and fro in the river, and the crowded and ever busy ferry-boats cross and recross it. The spans of the great East-River Bridge are seen near Fulton Ferry. Where Brooklyn bends off to the S. W., the steamer turns to the W., and passes Governor's Island on the l. This island belongs to the government, and its centre is occupied by Fort Columbus, a low-lying but powerful star-fort, mounting 120 guns. A water-battery on the S. W. commands the channel toward Brooklyn, and a tall, semi-circular fort with three tiers of guns, called Castle William, looks toward the Battery. The steamer now rounds the **Battery**, the tree-shaded lower extremity of Manhattan Island. This was once a favorite park, but is now neglected. The curious round building at the water's edge was built in 1807 by the government, as a fortress, under the name of Castle Clinton. At a later day great fairs and concerts were held here, and it was used as an emigrant depot. On the l., Ellis, Bedloes, and Staten Islands are seen, and Jersey City and Bergen. Passing up the North River the boat soon enters its dock at the foot of Murray St. (see New York).

4. Boston to Cohasset and S. Duxbury.

Via N. Y., N. H., & H. R. R. 39 M.; 2-2½ hrs.

Boston to Braintree, see Route 3. Beyond *E. Braintree* is **Weymouth** (*Weymouth Hotel*), in a rich bay-shore shoe-manufacturing town, with 18 churches, 5 villages, 2 lakes, and picturesque shores. It has a neat soldiers' monument. Here, in 1623, occurred the terrible attack of Miles Standish on the assembled Indian chiefs, whose justifiableness has not yet been proven clearly. The scene is well described in the 7th part of "The Courtship of Miles Standish," by Longfellow. After this affair, the Episcopalian colonists left, and in 1624 a company moved in from Weymouth, in Dorsetshire, Eng., who gave its name to the town.

Stations *N. Weymouth, E. Weymouth, W. Hingham, Hingham* (see Route 2), *No. Cohasset*, and **Cohasset.** The latter is a small town with a quaint old church on its green. The rocky shores and resounding inlets along the ocean front are very picturesque, and are adorned with fine villas, including those of Barrett, Robson, Crane, Thorne, Boniface, and other actors.

No district in America yields such quantities of Irish moss as do the shores of Cohasset and Scituate. On these same "hard sienitic rocks, which the waves have laid bare but have not been able to crumble," in Oct., 1849, the emigrant vessel "St. John" was wrecked, and many scores of passengers were lost. "The sea-bathing at Cohasset Rocks was perfect. The water was purer and more transparent than any I had ever seen. The smooth and fantastically worn rocks, and the perfectly clean and tress-like rock-weeds falling over you, and attached so firmly to the rocks that you could pull yourself up by them, greatly enhanced the luxury of the bath."—THOREAU. Capt. John Smith, when passing by one of these rocky promontories, in 1614, was attacked by the Indians with arrows, whereupon he says, "We found the people in those parts verie kinde; but in their furie no lesse valiant."

At N. Cohasset are the Continental and Mitchell Houses, while on a point near Minot's Ledge is the extensive Glades Club. Minot's Ledge is a dangerous reef far out from the shore. In 1849, a lighthouse on iron piles was built here, but this was swept away in the great storm of April, 1851, and its keepers were lost. The present lighthouse (8 M. from Boston Light) is 88 ft. high, of which the lower 40 ft. are of solid masonry. Stations *N. Scituate, Egypt,* **Scituate** (South Shore House), a quiet old marine village looking out on the ocean through a wide harbor-mouth scarce a mile away. Cliff St. leads up on an eminence whence a fine view is gained of the sea, and the singular and desolate bluffs in the S. Near by is Peggotty Beach, with good bathing.

On **Coleman Heights,** near Greenbush, is the *Cottage House,* a summer-hotel 150 ft. above the sea, on a plateau of 150 acres, commanding a superb view of ocean, river, forest, and valley scenery.

Scituate was founded in 1648 by Kentish men, on the Indian domain of *Satuit* (whence its name). It has 4 churches, 3 hamlets, and broad salt-marshes. The poem of "The Old Oaken Bucket" was written in, and is descriptive of a locality in, Herring-Brook Valley, near Coleman Heights.

1½ M. from *Sea-View* station is the **Hotel Humarock* (200 guests; $2.50–3 a day), on the delightful peninsula called by the Indians **The Humarocks,** 5 M. long, and 1,000 ft. wide, between North River and the sea. There are many beautiful drives in this region. From *Marshfield* station stages run 4 M. E. to **Brant Rock** (*Churchill Hotel; Brant-Rock House,* etc.), a small and unconventional sea-side resort. The ancient home of Daniel Webster, 2 M. from the station, was burned in 1878, and has been replaced by an Elizabethan villa, which passed out of the Webster family in 1884. To the S. is the ancient Winslow house, built by the Pilgrim Gov. Winslow in the 17th century.

Here we are in the Old Colony, fragrant with the history of the Pilgrims.

A road turning to the l. from the main road just N. of the Webster farm, and running toward the sea, leads in a few minutes to an ancient burying-ground on an ocean-viewing hill. The first graves reached are those of the Webster family: Daniel, and his sons, — Major Edward, died in the Mexican War, and Col. Fletcher Webster (12th Mass. Infantry), killed at the battle of Bull Run, 1862.

Daniel Webster, born at Salisbury, N. H., Jan. 18, 1782, was in the class of 1801 at Dartmouth College, and afterwards became a lawyer. His matchless eloquence and vast ability carried him rapidly forward, and he became a Congress-

man (1813–17, and 1823–27), a Senator (1827–39, and 1845–50), and Secretary of State (1840–43, and 1850–52.) "The famous Dartmouth College case, carried by appeal to Washington in 1817, placed him in the front rank of the American bar. Among the great cases argued by him before the U. S. Supreme Court were those of Gibbons and Ogden (steamboat monopoly case), that of Ogden and Saunders (State insolvent laws), the Charles River Bridge case, the Alabama Bank case, the Girard Will case, and the Rhode Island Charter case. . . . . Dec. 22, 1820, he delivered his celebrated discourse at Plymouth on the anniversary of the landing of the Pilgrims. Others of this class of efforts were that on the laying of the corner-stone of the Bunker Hill Monument (June 17, 1825), and at its completion (June 17, 1843), and the eulogy on Adams and Jefferson, July 4, 1826. He again entered Congress in Dec., 1823; made his famous speech on the Greek Revolution; and, as chairman of the judiciary committee, reported and carried through the House a complete revision of the criminal code of the U. S. In the 19th Congress he made a masterly speech on the proposed diplomatic Congress at Panama. . . . . His great speech in reply to Hayne, delivered in the Senate Jan. 26 and 27, 1830, on Foote's resolution, has been declared, next to the Constitution itself, the most correct and complete exposition of the true powers and functions of the Federal Government." As Secretary of State under Tyler and Fillmore, he settled the Northeastern Boundary question (Ashburton Treaty). "Mr. Webster's person was imposing, of commanding height, and well-proportioned, the head of great size, the eye deep-seated, large, and lustrous, his voice deep and sonorous, his action appropriate and impressive." His eloquence on great occasions has been called "the lightning of passion running along the iron links of argument." He was very fond of rural life, of farming, and of fishing and hunting. On the 24th of Oct., 1852, at his home in Marshfield, died Daniel Webster, the foremost man in New England's history.

Near the Webster Monument is an iron-railed lot, containing the tombs of "The Honble. Josiah Winslow, Gov. of New Plymouth. Dyed December ye 18, 1680, ætatis, 62." "Penelope, ye widdow of Gov. Winslow," and others.

Edward Winslow came in the "Mayflower," and was governor of Plymouth in 1633, '36, and '44. He was a warm friend of the Sachem Massasoit. In 1635, while Plymouth's agent, Archbishop Laud imprisoned him 17 weeks in the Fleet Prison for heretical acts. He died in 1655, while in partial superintendence of a fleet sent by Cromwell against the Spaniards. From Edward's brother was descended John A. Winslow, rear-admiral U. S. navy, who fought in the Mexican War, and in the Western river squadrons, 1861–63. June 19, 1864, commanding the "Kearsage," he was attacked off Cherbourg by the Confederate war steamer, the "Alabama." The vessels were of about the same strength, but so skilfully was the "Kearsage" protected and manœuvred that her opponent was sunk within sight of the crowded French coast.

Josiah Winslow, son of Edward, was born at Marshfield in 1629, commanded the colonial armies through King Philip's War, and was the first native-born governor (1673–1680). His grandson, John Winslow, born at Marshfield, 1702, a brave and able officer, "was the principal actor in the tragedy of the expulsion of the hapless Acadians from Nova Scotia in 1755; and it is a singular fact that, 20 years after, nearly every person of Winslow's lineage was, for political reasons, by the force of events, transplanted to the very soil from which the Acadians were expelled."

Stations, *Green Harbor* (2 M. from Webster House, at Cut River); **Duxbury** (*Freeman House*, 60 guests; *Hollis House;* $7–10 a week); and *S. Duxbury,* in a picturesque old Pilgrim town.

Duxbury was allotted to John Alden (youngest of the Pilgrims, whose great grandson commanded the 7th Mass. Continental Regt., and was killed in battle at Cherry Valley), and to Miles Standish. The Bradfords also settled here, and Alden Bradford, the author, and Gamaliel Bradford, colonel of the 14th Mass. Regt. through the war for independence, were born here. Duxbury was so named from its being the home of the military chief (dux) of the colony. Standish lived on Captain's Hill, a bold promontory near S. Duxbury, on which has lately been erected a handsome circular stone tower, 110 ft. high, surmounted by a statue of Standish. The * view thence is one of the grandest on the coast, and includes the picturesque village and harbor of Duxbury, with its beaches, a wide sweep of the sea, Plymouth town and harbor, with the Gurnet and Clark's Island, the Kingston

forest, and the bold outlines of Manomet Hill and the Blue Hills. Miles Standish, a veteran of the Flanders campaigns, came over with the Pilgrims, and was made the head of their armies (consisting of 12 men), although he did not belong to their church. He was a short man, very brave, but impetuous and choleric, and his name soon became a terror to all hostile Indians. He is the hero of a beautiful poem in nine parts, by Longfellow, called "The Courtship of Miles Standish."

Ralph Partridge, the first pastor of Duxbury, "had the innocence of a dove and the loftiness of an eagle. His epitaph is 'Avolavit.'" — MATHER.

The *Standish House* is a seaside resort near S. Duxbury, with still-water bathing, fishing, etc. The scenery in the vicinity is beautiful and diversified, with antique houses. At Duxbury is the end of the French Atlantic telegraph. The railroad runs S. W. 3 M. from S. Duxbury, to *Kingston*, on the Plymouth Branch.

5. Boston to Plymouth.

By N. Y., N. H., & H. R. R., 37½ M. in 1½ hrs. To S. Braintree, see page 37.

Beyond S. Braintree, the stations are *S. Weymouth* (*Cushing House*); **N. Abington** (*Culver House*), whence, a branch line runs E. to *Rockland* (Sherman House) and *Hanover* (stages thence to Pembroke and W. Duxbury); *Abington* (Centennial House), ½ M. from station; **Whitman** (*Hobart House*), whence a branch runs S. W. to E. Bridgewater and Bridgewater; *N. Hanson; S. Hanson*, with daily stage to Pembroke, 5 M. S. E.; *Halifax*, with semi-daily stage to Halifax village, 3 M. S. W.; *Plympton*, near **Silver Lake**, and with daily stage to Plympton, 5½ M., Carver, 12½ M. **Kingston** (*Patuxet House*), whence railroad to Duxbury.

Plymouth. — Samoset House, 150 guests, near station, $2 to $2.50 a day, $8 to $12 a week; Plymouth-Rock House, $8 to $12 a week; Hotel Pilgrim, $12 to $18 a week, 3 M. from Plymouth station, by electric cars.

Elizabeth, Queen of England, in 1558–62, put into operation the Acts of Supremacy and Uniformity, and the Articles of Religion, sternly forbidding all forms of religious worship within her realm, save those prescribed by the Church of England, of which she was the head. Almost simultaneously a sect sprang up, claiming that the Anglican Church still retained many of the errors of Roman Catholicism; while, in opposition to the Queen's primacy and ecclesiastical laws, they maintained that the church was spiritual, governed by the laws of Christ given in the New Testament, and *separate* from temporal affairs and independent of earthly sovereigns. Hence they were called Separatists (sometimes Brownists). They were imprisoned and martyred by the government, and in 1598 many fled to Holland. Churches existed at Southwark and elsewhere, but the true birthplace of the Pilgrim Church (if not at Jerusalem) was at the deserted "Manor of the Bishops" (of York) at Scrooby. Bancroft, the new primate, redoubled the persecutions, in 1602, and in 1608 the church at Scrooby ran the blockade of the English coast, and went to Amsterdam. In 1609 the Pilgrims moved to Leyden, and in 1620 sailed from Delfthaven, *via* Southampton, for America. On Sept. 6, the "Mayflower," previously driven back by adverse circumstances, left Plymouth in England, intending to reach land and settle near the Hudson River. By treachery or otherwise they struck the continent far north of this point, and on the 21st Dec., 1620, the Pilgrims landed at New Plymouth. Capt. Smith was severely attacked here by the Indians in 1614, and Standish's rude forays on Cape Cod had enraged the aborigines, but the Wampanoag tribe, which in 1616 numbered 30,000 souls, had been reduced by a great war, followed by a pestilence, to a remnant of 300. By the latter part of March, 44 Pilgrims had died, and then the Sachem Massasoit made an alliance with the dwindling colony. In 1622 a massive structure was erected for a church, with a battlemented roof and ordnance, which made it the castle of the village. In 1621 and 1623 other companies

of Pilgrims crossed the sea, after which the colony throve and occupied the neighboring lands. In March, 1621, Samoset and Tisquantum came in and told them of the land (the latter having been stolen by Hunt, in 1614, from the coast, and sold at Malaga as a slave). In 1624, the first cattle ever in New England were landed here, and in the same year Plymouth was found to consist of 32 houses, surrounded by a high palisade with fortified gates. Canonicus, chief of the Narragansetts, sent a sheaf of arrows bound with a rattlesnake's skin, to Gov. Bradford, as a token of hostility. The skin was filled with powder and shot, and sent back to Canonicus, who understood this grim answer, and as long as he lived restrained his tribe from attacking the colony. As one of the United Colonies, Plymouth bore her part in the Indian wars, until it finally joined the colony of Massachusetts Bay, in 1692.

"Methinks I see it now, that one, solitary, adventurous vessel, the 'Mayflower,' of a forlorn hope, freighted with the prospects of a future state, and bound across the unknown sea. I behold it pursuing, with a thousand misgivings, the uncertain, the tedious voyage. Suns rise and set, and weeks and months pass, and winter surprises them on the deep, but brings them not the sight of the wished-for shore. I see them now scantily supplied with provisions, crowded almost to suffocation in their ill-stored prison, delayed by calms, pursuing a circuitous route; and now driven in fury before the raging tempest on the high and giddy waves. . . . . The awful voice of the storm howls through the rigging. The laboring masts seem straining from their base; the dismal sound of the pumps is heard; the ship leaps, as it were, madly, from billow to billow; the ocean breaks and settles with engulfing floods over the floating deck, and beats with deadening, shivering weight against the staggered vessel. I see them, escaped from these perils, pursuing their all but desperate undertaking, and landed at last, after a five months' passage, on the ice-clad rocks of Plymouth, weak and weary from the voyage, poorly armed, . . . without shelter, without means, surrounded by hostile tribes. . . . . Tell me, man of military science, in how many months were they all swept away by the 30 savage tribes of New England? Tell me, politician, how long did this shadow of a colony, on which your conventions and treaties had not smiled, languish on the distant coast? . . . . Is it possible, that, from a beginning so feeble, so frail, so worthy not so much of admiration as of pity, there has gone forth a progress so steady, a growth so wonderful, an expansion so ample, a reality so important, a promise, yet to be fulfilled, so glorious?" — Edward Everett.

See also Mrs. Hemans' inimitable hymn, beginning,

"The breaking waves dashed high
On a stern and rock-bound coast,

When a band of exiles moored their bark
By the wild New England shore."

* **Forefathers' Rock,** "the corner-stone of the Republic," upon which the Pilgrims first landed from their shallop, is a gray sienitic granite boulder, near Water St. and the harbor. Over it stands a granite canopy, in whose attic are the bones of Pilgrims who died in 1620 – 21.

* **Pilgrim Hall,** a fire-proof granite building on Court St., contains Charles Lucy's great painting of the Embarkation of the Pilgrims, a fine copy of Weir's painting of the same, Sargent's Landing of the Pilgrims, and ancient portraits of John Alden, Sir Walter Raleigh, the Winslows, etc.; also, Alden's Bible, Standish's sword, Brewster's chair, Peregrine White's candlestick, Carver's chair, Winslow's commission from Cromwell, Lorea Standish's embroidery, and many other relics of the *Mayflower*, besides 1,200 volumes of ancient books. Every tourist should visit Pilgrim Hall, which is open daily.

Among the old houses are the Carver house, part of which dates from 1667, the Stephens house, about 1677; the Doten house, before 1669.

On the site of the Unitarian Church (burned Nov. 22, 1892), older churches were built in the first days. The Church of the Pilgrimage (Cong.) stands near by. Opposite is the Old Colony Court House, built in 1749, and in 1820 sold to the town for a Town House. To the r. of the Unitarian Church is the path to ***Burying Hill**, where some of the Pilgrims were interred. Ancient and moss-covered tombstones cover the green slopes, with here and there more pretentious monuments, as those to Gov. Bradford, Elder Cushman, and others. In 1622, the embattled church was built on this hill, with six cannon on its sheltered flat roof. Every man brought his gun and ammunition to church, and sentinels, on a tower, watched incessantly. The *view from Burying Hill is fine, embracing the harbors of Plymouth and Duxbury, Captain's Hill, Cape Cod, Manomet Hills, etc. Leyden St., the first street in New England, runs E. from Town Square to the water. Near the foot of Middle St. and W. of the canopy-covered rock is a small green space called Cole's Hill, where were buried 50 of the Mayflower company (including Gov. Carver), in 1620–21. Near the Pilgrim Hall are the handsome County buildings; and on Training Green is a monument to the town's soldiers who died in the War for the Union. Behind the High School is Watson's Hill, where Massasoit appeared in March, 1621, with 60 warriors, and concluded a league with the handful of Pilgrims which was sacredly kept for 50 years. Billington Sea, one of the two hundred ponds which are in the vast Plymouth Forest ("the Adirondacks of Massachusetts"), is about 2 M. from the village, and is 4½ M. around. About 3 M. S. of Plymouth is the Hotel Pilgrim, a favorite summer resort. S. E. of Plymouth is the lofty promontory of Manomet, near which is the village (hotel) of Manomet Ponds. A strip of sand 3 M. long forms a natural breakwater before the town, on which, in Dec., 1779, the war-ship "Gen. Arnold" was wrecked, and 70 men froze to death on her decks. In the N. part of the harbor is Clark's Island, where the Pilgrims remained Dec. 9th and 10th, 1620. Beyond are the prominent points of Saquish and the Gurnet, on the latter of which stand a lighthouse and Fort Andrew.

On a high hill near the Samoset House stands the *National Monument to the Forefathers, 81 ft. high, of granite and marble. The central statue, representing Faith, is 36 ft. high, the largest granite statue in the world. Her right hand is uplifted, and her left holds a Bible. On pedestals about the base are four sitting statues representing the cardinal principles of the Pilgrim commonwealth, — Morality, Law, Education, and Freedom. Each of these is 20 ft. high, with 8 statues in niched panels by their thrones, each 9 ft. high. Historical records and basreliefs adorn the sides of the pedestal.

Plymouth has 7,500 inhabitants, 2 newspapers, 2 banks, 2 savings-banks, a public library, and 9 churches. It is an important port of entry. Its manufactures reach $4,000,000 yearly, and include cotton duck, woollens, cordage, nails, tacks, rivets, zinc and copper goods, boots and shoes. The public water-supply comes from *South Pond*. The town has all the conveniences of a city. It is visited by about 80,000 pilgrims yearly. In summer, steamboats run to Boston daily.

Plymouth is popular as a summer-resort, being kept cool by a branch of the great Arctic ocean-current. The Samoset and Pilgrim Houses, have large livery-stables which afford facilities for riding to the many interesting places in the vicinity. Mayflowers (trailing arbutus) are found in abundance in the great forests near by; where also is a great variety of game, — partridges, quails, black ducks, rabbits, foxes, and deer, with trout in the brooks, black bass and pickerel in the lakes, and many larger fish in the outer bay. **Manomet Bluffs** (*Simes House*, 50 guests, $8-12 a week) are 7 M. from Plymouth, and have been formed into a summer-resort, with cottages and avenues. The facilities for hunting, fishing, and bathing are good, and there are broad sea-views. Near Manomet Point (S. Plymouth) is the *Manomet House*, a favorite summer resort.

A. M. Watson and E. W. Watson have summer boarding-houses on *Clark's Island*.

The Plymouth Cordage Works are said to be the largest and best appointed in the world.

A new railway was opened in 1892 from Plymouth to Darby, N. Carver, Mount Carmel, Putnam's, and Middleborough (see page 54).

6. Boston to Cape Cod.

By the Cape-Cod Division of the N. Y., N. H., & H. R. R. in 4½ hrs. (to Provincetown; fare, $2.95.) Two trains run each way daily.

Stations. — Boston to Savin Hill, 3 M.; Harrison Square, 3¾; Neponset, 5; Atlantic, 5½; Wollaston Heights, 6½; Quincy, 8; Quincy Adams, 8½; Braintree, 10; S. Braintree, 11½; Holbrook, 15; Avon, 17; Brockton, 20; Campello, 21½; Matfield, 23¾; Westdale, 25; Bridgewater, 27; Titicut and N. Middleboro', 30½; Middleboro', 34½; Rock, 39; S. Middleboro', 42; Tremont, 45; S. Wareham, 47; Wareham, 49; Onset Junc., 51; Buzzard's Bay, 54 (branch to Wood's Holl); Bourne, 56; Bournedale, 68; Sagamore, 60; Sandwich, 62; E. Sandwich, 65; W. Barnstable, 69; Barnstable, 73; Yarmouth, 76 (branch to Hyannis, 79); S. Yarmouth, 80; S. Dennis, 81; N. Harwich, 83; Harwich, 85; Brewster, 89; E. Brewster, 92; Orleans, 94; Eastham, 97; N. Eastham, 100; S. Wellfleet, 103; Wellfleet, 106; S. Truro, 109; Truro, 111; N. Truro, 114; Provincetown, 120.

The train leaves the N. Y., N. H., & H. station, at the corner of Kneeland and South Sts., and runs S. across Fort Point Channel and by S. Boston. Thence it runs down through the villages of the Dorchester District, with frequent views of the bay on the l. The beautiful cluster of villas on Savin Hill, the high-placed Meeting-House Hill, and commercial Neponset, where it crosses the Neponset River, are passed. Beyond Atlantic and the modern hill-village of Wollaston Heights the line runs by ancient Quincy. John Hancock was born in a house now standing, S. of Quincy; and the old John-Adams mansion is near by, at the foot of Payne Hill. **Adams Street** is N. W. of the station, towards Wollaston Heights, and is one of the stateliest avenues in New England, curving gracefully around the hill and passing a line of dignified old mansions, with venerable trees, bright gardens, and well-kept terraces. The first house on the r. across

the railroad, in the midst of lofty trees, is the ancient Adams mansion, now occupied by Charles Francis, of that ilk. On the opposite hill is another estate pertaining to the same family. Farther up the street are the beautiful Greenough houses, the one ancient and stately, the other modern and cheerful. A cart-road leads from Adams St. to the granite-quarries on *Mt. Ararat*, a high hill which commands an interesting view. The estate and house of John Quincy Adams, Jr., are near Mt. Wollaston. **Hough's Neck** (*Great-Hill House*) projects into the harbor, between Quincy and Weymouth Bays, and is the site of the Sailors' Snug Harbor, one of Boston's pet charities. On the end of the peninsula is the high bluff known as *Quincy Great Hill*, overlooking the harbor. The South-Shore **Branch** diverges from Braintree; and the Plymouth Branch from S. Braintree.

The first station beyond S. Braintree is *Holbrook*, a prosperous shoe-manufacturing village, with a Gothic town-hall and public library, the handsome Winthrop Church, and the ancient Adams mansion, with its famous elm-tree. Franklin St. is 3 M. long, N. and S., on high ground, and is lined with fine old estates. Station, *Avon*, a place of 1,100 inhabitants, devoted to shoemaking, with a paper and several churches. The scenery in the vicinity is hilly and picturesque. **Brockton** (*Hotel Belmont*), the only city in Plymouth County, has 28,000 inhabitants, with 6 papers, a library, 17 churches, and large manufactories of shoes and shoe-tools, furniture, etc. The country-trade is very lucrative. Main St. is several miles long, parallel with the railroad, and is a wide and well-shaded avenue. Brockton lost 56 men in the Secession War. Horse-cars to Campello; and ten lines of stages to adjacent towns. *Campello* is a manufacturing hamlet, 1¼ M. S, with a considerable Swedish population.

5 M. W. of Brockton, by the West-Share road, is **North Easton,** where $^3/_5$ of the shovels made in the world are turned out at Ames's great factories. The beautiful memorial church of the Unitarians, the villas of the Ames family, the high-school (for which the Ameses gave $40,000), and the rural cemetery are worthy of notice. The town has 2 banks, a library, a paper, 6 churches, and about 4,000 inhabitants.

The train runs S. from Brockton near the Salisbury-Plain River, and passes four small stations. **Bridgewater** (*Hyland House*) is a prosperous village with great brickyards, iron foundries, manufactories of cotton-gins, nails, tubes, etc., and machine-works covering ten acres. The town has about 4,000 inhabitants, 6 churches, an academy, and one of the normal schools of the State.

The Indian domain of *Nunketest* was bought of Massasoit by Miles Standish in 1645, and named Bridgewater, after a town in old Somersetshire. In 1740, Hugh Orr erected a trip-hammer here (on Matfield River), and in 1748 made 500 muskets (the first made in America) for the

Province of Mass. In the Revolution he made great numbers of iron and brass cannon and cannon-balls for the Continental army. During the Secession War 700 men were kept at work here, night and day, for the National Government.

A branch railroad runs N. E. to Elmwood; *E. Bridgewater*, a growing village, with 5 churches, 2 papers, chain and cotton-gin works, and various manufactories; and **Whitman** (*Hobart House*), in a town which is famous for apples and milk, and for its manufactories of boots and shoes, boxes and tacks. The town has 2 banks, 3 papers, 9 churches, 46 schools, and 3 posts of the G. A. R. Abington was founded in 1648, on the Indian domain of Manamooskeagin, and sent 1,100 men against the Slaveholders' Rebellion, of whom 100 were lost.

Beyond Bridgewater the Cape-Cod train passes *Titicut*, and soon reaches **Middleborough** (*Nemasket House*), where several railroads unite. This is a prosperous town of 6,000 inhabitants, several villages, 7 churches, a paper, an academy, a handsome town-hall, a public library, and manufactories of straw-goods, shovels, shoes, boxes, broadcloths, etc. A little way to the S. are the great *Lakeville Ponds;* and on the E. is the town of *Carver*, with its broad lake-strewn and deer-haunted forests, beyond which is the ancient wilderness of Plymouth. S. of Middleborough is the secluded town of *Rochester*, with a pleasant hamlet in the N., near Great Quittacus Pond and Snippatuit Pond.

Between S. Braintree and Fall River the N. Y., N. H., & H. R. R. has two lines, eastern and western, several miles apart.

The eastern line, running E. of S. from Boston to Middleboro', here turns sharply to the S. W. to Fall River and Newport. From Middleboro' to Fall River by the main (eastern) line is 14 M., passing stations *Lakeville*, *Myricks*, and *Assonet*. A branch runs from Middleboro' to Taunton direct, a distance of 10½ M. (fare, 37c.), passing stations *No. Lakeville*, *Chace's*, *E. Taunton*, and *Weir Junc.* ¾ M. S. of Middleboro' is a cluster of ponds, abounding in fish. Asowamsett Pond (Lakeville House) is the largest sheet of fresh water in the State, and contains 6-8 square miles. On its shores Capt. Dermer was received by the Wampanoag sachems in 1619, and here the Anti-English chief, Corbitant, revolted against Massasoit, in 1621, and seized the Plymouth envoys. Standish promptly marched forth, fell upon Corbitant's camp by night, and achieved success in the first warlike expedition made from Plymouth.

The Cape Cod Division of the N. Y., N. H., & H. R. R. begins at Middleboro'. Stations, *Rock*, *S. Middleboro'*, and *Tremont*.

Stages leave Middleborough daily in summer for Asowamsett Pond (4 M.), and leave Lakeville for Lakeville Ponds (2½ M.). Daily stages all the year round from S. Middleborough to N. Rochester (5 M.), and from Freetown to E. Freetown (1½ M.).

The Fairhaven Branch runs in 15 M. from Tremont to Fairhaven, opposite New Bedford (street-cars), passing **Marion** (*Hotel Sippican*, 200 guests, $8-12 a week), on the beautiful Sippican Harbor, between the villa-crowned Great Neck and Charles Neck, and with the summer-houses of R. W. Gilder and other notables; and **Mattapoisett** (*Mattapoisett House*), with its noble views over Buzzard's Bay.

Beyond *Wareham* (Kendrick House), the Cape-Cod train gives pleasant views down the N. inlets of Buzzard's Bay. A line of horse-cars run (1½ M.) from Onset Junction to **Onset Bay** (*Hotel Onset; Glen Cove; Brockton*, etc.), a seaside resort, where great Spiritualist camp-meetings are held.

The far-viewing *Tempe's Knob*, *Wicket Island*, and *Independence Point* are near. At **Buzzards Bay**, the line to Wood's Holl (see page 58) diverges. Near by are the summer homes of Grover Cleveland and Joseph Jefferson. Soon after, the straits between Buzzards and Buttermilk Bays are crossed, and then follow the stations, *Bourne*, *Bournedale*, *Sagamore*, and *Sandwich*. "The Cape extends E. from Sandwich 35 M., and thence N. and N. W. 30 more, in all 65, and has an average breadth of 5 M." It is nearly all sand, with boulders dropped on it here and there. Hitchcock thinks that the ocean has eaten out Boston Harbor, and other bays, and built Cape Cod of the minute fragments. A thin layer of soil reaches as far as Truro; "but there are many holes and rents in this weather-beaten garment not likely to be stitched in time, which reveal the naked flesh of the Cape, and its extremity is completely bare."

It is believed that the shores of Cape Cod are the Furdustrandas (Wonder-Strands) discovered by Thorhall, the Norseman, in the year 1007. ("When they were ready, and their sail hoisted, Thorhall sang: Let us return where our people are. Let us make a bird (vessel), skilful to fly through the heaven of sand, to explore the broad track of ships; while warriors who impel to the tempest of swords, who praise the land, inhabit Wonder-Strands, and cook whales.") In 1524, Verrazzani, in the frigate "Dauphin," coasted about Cape Cod, which is probably his "Cape Arenas," and in 1525, the Portuguese mariner Gomez, explored and mapped much of southern New England. The first Anglo-Saxon in New England was Capt. Gosnold, who coasted and named Cape Cod in the year 1602, having caught many codfish thereabouts, and landed at different points.

In 1604, Champlain visited this locality, and named it Cap Blanc (White Cape), because the sand contrasted so with the dark rocks of the northern coasts. A harbor on the S. E. he named Mallebarre, which name still clings to the S. E. Cape. In 1609, Hendrick Hudson, with a vessel of the Dutch E. I. Company, rediscovered Cape Cod, naming it New Holland, and found a mermaid near by, concerning which (or whom) he gives a curious account. In 1614, Capt. John Smith visited the Cape, and describes it as "a headland of high hills of sand, overgrown with shrubby pines, hurts, and such trash, but an excellent harbor for all weather." Prince Charles, his patron, named it Cape James, but the name did not take. About this time the infamous Capt. Hunt kidnapped a ship-load of Indians from the coast, so when Harlow landed at the Cape late in 1614, he was attacked, and only escaped (with loss) by cannonading the attacking flotilla of canoes. In 1616, a French ship grounded or anchored near the Cape, was carried by boarding, and the Indians killed all on board save four, whom they sent far and wide through the country as curious trophies. The horrible pestilence which immediately after passed over Massachusetts, was attributed by the Indian doctors to this fact. In 1620, the vanguard of the Pilgrims appeared in one of the Cape harbors, and erelong many villages sprang up here. In 1623, the blameless chiefs, Cawnacome, Sachem of Manomet (Sandwich), Aspinet of Nauset (Chatham), and Iyanough of Cummaquid (Barnstable), were with the council at Weymouth when Standish made his attack. They escaped and hid in the swamps of the Cape, where they soon died of sorrow and privation, and too late it was proven that they were perfectly innocent. Notwithstanding their unfavorable experiences of Christian civilization, the Cape Indians passed under its influence, and soon 6 Indian churches and 18 assemblies, with 24 native pastors, were numbered there. Consequently, at the outbreak of the war of 1675, they repudiated their ancient allegiance to King Philip, and remained faithful to the colonists.

Sandwich (*Central House*) is a town of 2,100 inhabitants, 6 churches, and 33,000 acres of wild forest. It manufactures glass, and produces pink pond-lilies. The village is near broad sea-marshes on Cape-Cod Bay.

Mashpee (*Attaquin House*), 10½ M. by daily stage from Sandwich, was set apart as a reservation for the Cape Indians, of whom Richard Bourne was pastor from 1658 to 1685. Most of the Massapees joined their white brethren in fighting

against King Philip's Indians in 1675-76; and nearly every man of the tribe fought in the 1st Mass. Regiment in the Revolution. There are about 150 Indians now in the town, none of pure blood.

From *W. Barnstable* station semi-daily stages run through a region of fresh ponds 7½ M. to **Cotuit** (*Santuit House*, $10 to $15 a week), on a pretty harbor girt with pine forests; 7 M. to *Osterville* and **Wianno Beach** (*Cotocheset House*, 250 guests, $15 to $20 a week), on the South Shore; and 5½ M. to Centreville. All these (and Hyannis) are in Barnstable, a town which extends from Cape-Cod Bay to Vineyard Sound, and has 4,000 inhabitants, a newspaper, 11 churches, and 26 schools. It possesses a large fleet, and is the best farming town on the Cape, producing cranberries, salt hay, etc. It was visited by the Pilgrims in 1620, and settled in 1639. From Shoot Flying Hill one can see the whole Cape, from Plymouth to Race Point, with Martha's Vineyard and Nantucket, and the sail-flecked Vineyard Sound. Centreville has the first soldiers' monument in Mass.

Station, **Barnstable** (*Globe Hotel*), a quiet old village on a picturesque harbor near Cape-Cod Bay, with the county buildings.

Yarmouth, settled in 1639, has 4 villages and 1,700 inhabitants.

Stages run 4½ M. from Yarmouth to the sea-viewing *Nobscussett House* (200 guests, $12 to $18 a week), among the wild roses and beaches and windmills of E. Dennis, and near Scargo Hill, the highest land on the Cape.

A branch railroad runs to **Hyannis** (*Iyanough House*), a decadent old port and summer-resort. 1½ M. S. W. is *Hyannis Port* (Hallett House); and 3 M. W. is **Craigville** (*Sabin's House; Washburn House*, $10 a week).

S. Yarmouth station is 2 M. from the village (Howes' Hotel). From S. Dennis (Nickerson House) daily stages to W. Dennis. A branch railway runs in 6 M. from Harwich to the pleasant old coast-village of *Chatham*, on the elbow-tip of Cape Cod. From Chatham carriages run 3 M. to the ***Hotel Chatham**, opened in 1890, on high ground, near salt-water lagoons, and commanding distant views of the ocean. **Brewster** (*Ocean House*) is near Cape-Cod Bay. Many sea-captains belong in this town, and **Orleans** (*Shattuck House*), and *Eastham*, settled by the Pilgrims, under the lead of Thomas Prince, who was for sixteen years governor of Plymouth. A fortified church, 20 ft. square, was built, and a part of every stranded whale was by law reserved for the ministry.

At Millennium Grove in this town were long held extensive camp-meetings. The line now passes, on the E., the broad, sandy plains of Nauset. Stations, *N. Eastham* (Nauset House), *S. Wellfleet, Wellfleet* (Holbrook Hotel). Wellfleet Bay opens on Cape Cod Bay, and is sheltered by a line of islands. The town has 1,300 inhabitants, a fishing-fleet, 3 churches, and a soldiers' monument. Its territory is covered with sand-hills and pine-plains, among which are 15 fresh-water ponds; and the climate is remarkably healthy. **Truro** is to the N., with 900 inhabitants, 3 churches, 3 villages, and many ponds. It is a sandy desert, on one of whose beaches the British frigate "Somerset" was wrecked in 1778, and 480 men made prisoners. Near Wellfleet, in 1718, the "Whidah," a pirate-ship mounting 23 guns, was wrecked, and 130 buccaneers were drowned. Truro was settled in 1700, under the name of Danger-

field, as it has perhaps the most fatal coast in New England. Scores of vessels have been dashed in pieces on its shore, and hundreds of lives have been lost. There is scarcely a family in Truro, or indeed on the whole Cape E. of Barnstable, but has lost some member by the disasters of the sea. Truro lost 57 men and 7 vessels, and Dennis lost 28 men in one day of 1841. The lofty Fresnel burners of the famous **Highland Light** shed a vivid radiance over leagues of rude coast and deep sea. *N. Truro* has farm boarding-houses, noble ocean scenery, and perfect quiet.

Thoreau walked from Orleans to Provincetown (several days) on the ocean side of this "sand-bar in the midst of the sea," and says:—

"The nearest beach to us on the east was on the coast of Galicia, in Spain, whose capital is Santiago, though by old poets' reckoning it should have been Atlantis or the Hesperides; but heaven is found to be farther west now. At first we were abreast of that part of Portugal entre Douro e Mino, and then Galicia and the port of Pontevedro opened to us as we walked along; but we did not enter, the breakers ran so high. The bold headland of Cape Finisterre, a little north of east, jutted toward us next, with its vain brag, for we flung back, — 'Here is Cape Cod, Cape Land's Beginning.' A little indentation toward the north — for the land loomed to our imaginations like a common mirage — we knew was the Bay of Biscay, and we sang:

'There we lay till next day,
In the Bay of Biscay, O!'"

"A little south of east was Palos, where Columbus weighed anchor, and farther yet the pillars which Hercules set up."

Truro is "a village where its able-bodied men are all ploughing the ocean together as a common field. In N. Truro the women and girls may sit at their doors and see where their husbands and brothers are harvesting their mackerel 15–20 M. off, on the sea, with hundreds of white harvest-wagons."

The 2nd Mass. Continental Regiment marched from this E. end of the Cape, and the eight E. towns sent 2,000 soldiers against the Rebellion.

In Nov., 1620, Standish and 16 men, "with musket, sword, and corslet," landed at Long Point, Provincetown, chased the unresisting Indians into Truro, pillaged many graves, and carried off everything portable. They were attacked in Eastham, by Indians, but the arrows fell harmlessly from their corslets, while the musket-shot told on the half-clad red men.

Provincetown (*Gifford House; Central; Pilgrim; Atlantic;* each $8–10 a week), is a curious marine village, with 4,600 inhabitants, a large fleet, 5 churches, a paper, public library, soldiers' monument, and 2 banks. The street is 3 M. long, running around the harbor. Fine water-views are enjoyed from Town Hill. Daily steamer to Boston, 50 M. (See page 36 *b*.)

The Harbor is a noble one, broad and clear, and is the favorite refuge of the fishing fleets. The energies of the townsmen are devoted to the fisheries — of mackerel, cod, and sperm-whales, in whose pursuit they search the wildest and most distant banks and bays of the N. Atlantic. The village lies along the beach between the sea and the desert, — an inhabited beach, where fishermen cure and store their fish, without any back country, save ocean-breasting knolls of white sand.

This is the last town in that strange region where the people "are said to be more purely the descendants of the Puritans than the inhabitants of any other part of the State." From these shores come the most daring and skilful of American seamen. "Wherever over the world you see the stars and stripes floating, you may have good hope that beneath them some one will be found who can tell you the soundings of Barnstable, or Wellfleet, or Chatham Harbor." "Cape

Cod is the bare and bended arm of Massachusetts ; the shoulder is at Buzzards Bay ; the elbow, or crazy-bone, at Cape Malebarre ; the wrist at Truro, and the sandy fist at Provincetown, behind which the State stands on her guard, with her back to the Green Mts., and her feet planted on the floor of the Ocean, like an athlete, — protecting her Bay, boxing with N. E. storms, and, ever and anon, heaving up her Atlantic adversary from the lap of earth, ready to thrust forward her other fist, which keeps guard the while upon her breast at Cape Ann."

The era of constitutional government dawned upon the world, when, on Nov. 11, 1620, the storm-tossed Mayflower anchored in Provincetown Harbor. Here, "on the bleak shores of a barren wilderness, in the midst of desolation, with the blast of winter howling around them, and surrounded with dangers in their most awful and appalling forms, the Pilgrims of Leyden laid the foundations of American liberty." While the Mayflower lay in this harbor, that celebrated compact was drawn up and signed, which long governed Plymouth and her dependencies, and of which J. Q. Adams says : "This is, perhaps, the only instance in human history of that positive original social compact which speculative philosophers have imagined as the only legitimate source of government." This solemn compact (given below) was signed by 41 men (of whom 21 died in the next four months), 17 of whom had their wives with them, the remaining 43 persons being young people and children.

"In the name of God, Amen. We, whose names are underwritten, the loyal subjects of our dread sovereign lord, King James, by the grace of God, of Great Britain, France, and Ireland, King, defender of the faith, &c., having undertaken, for the glory of God, and advancement of the Christian faith, and honor of our king and country, a voyage to plant the first colony in the northern parts of Virginia, do, by these presents, solemnly and mutually, in the presence of God and of one another, covenant and combine ourselves together into a civil body politic, for our better ordering and preservation, and furtherance of the ends aforesaid ; and by virtue hereof to enact, constitute, and frame such just and equal laws, ordinances, acts, constitutions, and offices, from time to time, as shall be thought most meet and expedient for the general good of the colony ; unto which we promise all due submission and obedience. In witness whereof we have hereunder inscribed our names, at Cape Cod, the 11th of November, in the year of the reign of our soverign lord, King James, of England, France, and Ireland, the 18th, and of Scotland the 54th, Anno Domini, 1620."

7. Boston to Cottage City and Nantucket.

Via N. Y., N. H., & H. R. R. and Steamers. To Cottage City, 78 M., 3¼ hrs.
New York to Cottage City. To Fall River by steamboat, and thence to New Bedford by rail, whence the steamer runs to the Vineyard (225 M. in all).

Boston to Buzzard's Bay, see pages 53*a* to 55. Crossing Monument River, the train runs down to **Monument Beach** (*Norcross House*, $12 to $25 a week), with its many summer-cottages; *Wenaumet* and *Cataumet*, near Buzzard's Bay; *N. Falmouth ;* and **Falmouth** (*Hotel Falmouth*), the chief village in a town of 2,400 inhabitants, with a beautiful Episcopal church, and many handsome summer-villas. **Falmouth Heights** (*Tower's Hotel*, $10 to $15 a week) is 2 M. S. E., and has high bluffs, groves, and a long beach, and many summer-cottages. Falmouth occupies the Indian domain of Succanesset, and was incorporated in 1686. In 1814 it was bombarded by the British frigate *Nimrod*. 3 M. distant is the *Menauhant Hotel* ($10 to $15 a week), near Waquoit Bay and close to Vineyard Sound.

Wood's Holl (*Dexter House*) is the end of the railway, where the steamboat may be taken to cross the sound to Martha's Vineyard. Here are the headquarters of the U.-S. Fish Commission, and the Marine Biological Laboratory. Northward is the beautiful little Quisset Harbor (*Quisset-Harbor House*).

Cottage City.

Hotels. — The Sea-View, with gas, steam-heat and elevator (200 guests); Wesley, $10 to $17 a week; Island, Narragansett, Pequot, Central, Naumkeag, Oakwood, Bellevue, Pawnee, Vineyard-Grove, Point-Breeze, etc. Highland House, $12 to $15 a week. The Tashmoo, and Mansion House, at *Vineyard Haven.*

The Cedars ($15–25 a week) is a capital inn at **West Chop,** a cottage-colony of Boston patricians on a bluff at the W. entrance of Vineyard Haven.

Steamboats daily to Wood's Holl and Nantucket; weekly to Portland and New York; and occasionally to Gay Head, whose brilliant cliffs and wonderful Fresnel light are of interest. *Street-cars* from Cottage City to the Highlands, etc.

Daily Stages run from Vineyard Haven to N. Tisbury, 5½ M.; W. Tisbury, 9 M.; Chilmark, 12 M.; and Gay Head, 19 M. The Baptist camp-meetings and the M. V. Summer Institute are at the Highlands. *Sea-bathing*, without surf or undertow, near the Sea-View and the Highland, 11 A. M. being the favorite hour. *Fishing* for blue-fish, tautog, scup, and striped bass, may be found under the guidance of experienced skippers. **Restaurants** at the Pavilion, Wesley Houses, etc. **Pleasure-Boats** at the Sea-View House. **Sea-Baths** at the bathing-houses, on Circuit Avenue.

In May, 1602, Capt. Gosnold coasted the island on the S., and landed on a barren islet (No Man's Land) to the S. W. which he named Martha's Vineyard. He then landed on this island (then called Nope), and found, in S. E. Chilmark, deer and all kind of game, springs and a lake of pure fresh water, four kinds of berries in profusion, and trees loaded with fruitful vines. Probably then, or during his stay at Cuttyhunk (over three weeks) the name was transferred from No Man's Land to its present possessor. The name is thought to have been given in honor of some friend of the Captain's, or else for the lady of some one of his patrons. (A newspaper correspondent states that the oldest inhabitant, who owned these isles, gave them to his daughters ere he died. Rhoda took Rhode Island, Elizabeth took the island since named for her, Martha took and named Martha's Vineyard, and as for the remaining island, Nan-took-it. The legend is interesting, but cannot be traced back farther than the year 1870.) From this island and the neighboring main, Gosnold and Pring (1603) got large cargoes of sassafras, then esteemed a sovereign specific in Europe. In 1614, Capt. Hunt stole 27 Indians at Eastham, on Cape Cod, and sold them as slaves at Malaga, for $100 each. One of them, Epenow, was carried to England, where the sly fellow told of vast gold-mines on this island. A ship was sent over, at great expense, with Epenow to show the place, but as soon as he saw the shore, he leaped over, swam to land, and was not seen again until Capt. Dermer landed here in 1619. In a dashing attack conducted by Epenow, the Captain and many of his men were killed and wounded. In 1647, Thomas Mayhew, Governor of the Islands by grant from the Earl of Stirling, settled at Edgartown. The lordship of the isles remained in the Mayhew family from 1641 to 1710, during which time the kindness of these men won the hearts of the natives. The Mayhews were all missionaries, and, learning the Indian language, preached with such success that Christian villages arose all over the island. During King Philip's War, the converts remained true, and guarded the shores. About 1660, some Quakers landed here calling the Puritan pastors "priests of Baal," but the Indians soon drove them off. Gookin visited the island in 1674, and found six towns of Christian Indians, "a very fruitful Vineyard unto the Lord of Hosts." For a century the Indians slowly dwindled, and the coasting vessels began to frequent Holmes' Hole in yearly increasing numbers. In 1778, Lord Gray (who defeated Wayne at Paoli) with a British force, destroyed a large number of vessels in the Hole. In 1835, 9 tents were pitched at the present Camp-Grounds, and the first camp-meeting on the island was held.

The Wesleyan Grove, or Camp-Meeting Ground, is laid out in gracefully curved streets, grass-paved and crowded with small but vigorous trees. Near Trinity Park, a wide lawn, is the great tabernacle tent 160 by 120 ft. which can shelter 5,000 persons. This is the centre of intense excitement during the meetings in late August, when from 20,000 to 25,000 people are gathered here, and eminent Methodist preachers address them. Lake Anthony borders the N. and W. of the ground, and beyond it, on the high bluffs toward East

Chop Light, the "Highlands" have been laid out. **Cottage City** was laid out in 1868, on bluffs 30 ft. high fronting on Vineyard Sound, and now contains many hundreds of handsome summer-cottages, surrounded by oak-groves and connected by avenues. A narrow-gauge railroad and the *Sea-View Boulevard* follow the shore S. E. to Edgartown (6 M.) and Katama.

Edgartown (*Harbor-View House*), was founded in 1647 by Gov. Mayhew, and is the capital of Dukes County. The harbor is sheltered by Chappaquiddick Island (5 M. long and 2 M. wide). The town has 1,300 inhabitants, a fleet, bank, paper, library, and 3 churches. It has become decadent since the decline of the whale-fishery.

Katama is 4 M. S. of Edgartown, and is a summer-resort on the lake-like Katama Bay (5 M. long), with numerous cottages and the handsome hotel called * *Mattakeset Lodge*. Katama has good facilities for boating, bathing, and driving; also for fishing and bird-shooting.

By walking to the East Chop Light, a view is gained of Holmes' Hole, or **Vineyard Haven** (*Mansion House*), one of the most famous harbors on the coast, where, in seasons of storm, hundreds of vessels take shelter under the lofty bluffs. Through Vineyard Sound passes the vast and unceasing procession of commerce from New York and Southern New England to Boston and the East. The island is 21 M. long, and has 4,300 inhabitants.

20–25 M. S. W. of Oak Bluffs is **Gayhead,** near which is the Devil's Den, a wild spot where the old Indian traditions say that the giant Moshup lived, who caught whales and roasted them on trees which he tore up by the roots. He metamorphosed his children into fish, and, on his wife's lamenting, he threw her to Seconnet, where she dwelt and levied contributions on all who passed the rocks, until she herself became a rock. Then Moshup disappeared from human sight and knowledge. Gay Head is "the most remarkable natural curiosity in New England." The sea-view from the lighthouse is grand. "Never since I stood on Table Rock have I seen a sight so grand as this." — General Twiggs. About this promontory several score of half-breed Indians live a strange unsettled life. The remarkable cliffs by the shore have been closely studied by Prof. Hitchcock and Sir Charles Lyell, the latter describing them as "the lofty cliffs of Gayhead, more than 200 ft. high, where the highly inclined tertiary strata are gayly colored, some consisting of light red clays, others of white, yellow, and green, and some of black lignite." Here the steamship *City of Columbus* was wrecked, in 1884, and 100 lives were lost.

Nantucket

is 28–30 M. from Cottage City, and connected with it by a daily steamer. After leaving the Vineyard astern, the islands of Muskeget and Tuckernuck are seen in the S., and the low shores of Nantucket. The town of Nantucket has a fine appearance from the sea.

Hotels. — The Nantucket, on Brant Point, 300 guests, $16 to $25 a week; Ocean, Springfield, Bay-View, Veranda, Sherburne, Sea-Cliff, and American Houses, $10 to $18. Narrow-gauge railroad 2½ M. to **Surf-Side** (*The Surf Side*, 250 guests, $12 to $20); and 7½ M. to *Siasconset*. Nantucket has also many quiet summer boarding-houses.

The Indian tradition is that the Great Spirit was once smoking, when he partly filled his pipe with sand. When the mixed remains were emptied from the pipe into the sea, they formed the Island of Nantucket. Its name is said to be an

Indian modification of Nautikon, a name left by the Norsemen who visited it in the 11th century. The best authority pronounces it a corruption of an Indian word meaning "far away." It is called Natocko on the map of 1630. It was visited by Gosnold in 1602, at which time about 1,500 Indians were here, and the island was covered with oaks. In 1604, Champlain and Poutrincourt landed here, and remained several days, for the relief of those men of their command who had been wounded in a battle with the Indians at Chatham. Weary and dispirited, they ceased their explorations here, and returned to Port Royal, naming these sad shores "Isle Douteuse." In 1641, Mayhew was made Governor of the Islands, his sway extending here. In 1659, he deeded $\frac{9}{10}$ of the island to ten men for £30 and two beaver hats, and one family moved there, there being then 700 friendly Indians on Nantucket.

In 1665 King Philip visited his people here, and in 1671 the town was incorporated (at Maddequet, 5–6 M. W. from the present town), and in 1672 moved to its present place. In 1672 the first whale was taken. In 1673 the town was called Sherburne by the New York Governor, in whose domain it was until 1693 (the name was retained till 1795). The 700 English had no church or pastor, though the Indians had four churches. A white church was formed in 1711. In 1755–6 9 whaling-sloops were sunk or captured, and but few men of their crews ever returned. In 1764, there were 3,220 whites on the island; and a plague, the same year, swept off $\frac{3}{4}$ of the Indians, leaving but 136. 1,600 Nantucket men died in the Continental Army. In 1784 the population was larger than it is now. In 1821, 78 ships and 81 smaller vessels were owned here, and mostly engaged in whaling. The last Indian died in 1854. Notwithstanding devastating fires in the town, Nantucket in 1840 had 9,712 inhabitants.

The town (400 buildings) was burned down in 1846, and the same year the whaling business began to decline, until now there is but one small vessel engaged in it, and in the town which has houses for 10,000 people there are but about 3,000. The houses are of a quaint old style, with platforms on the roofs (whence to watch the ships coming in). The North Church was the first on the island, and was built in 1711. It is still used by the same society as a vestry, and its oaken timbers are hard as iron. $\frac{1}{2}$ M. from the Ocean House, on Centre St., is a small house which was built in 1682. The hospitality of the old families of Nantucket is famous, and its churches and schools are numerous. Many houses have been taken down and shipped away, but of late real estate is rising, as city men are securing summer homes here. Main St., at the head of which is the old Pacific Bank, has the shops of the town (shells and marine curiosities may be bought here), and is a wide, deserted, grassy street leading to the heads of silent and decaying wharves. The low, sandy beach which shelters the harbor stretches N. E. 8–9 M. to Great Point, leaving a wide and quiet lagoon between it and the island. At the Athenæum is a public library and a museum of marine curiosities and relics of the older days of Nantucket. The Squantum is a peculiar institution of the island, being an informal picnic on the beach-sands, where the dinner is made of fish or other spoils of the sea. Excursions to the fishing grounds are managed by veteran skippers, who let themselves and their boats cheaply. There are rides to the ancient districts on the W. shore, and to the beaches on the S. shore. **Siasconset** (*Ocean-View*, 100 guests, $10–15 a week; *Atlantic*), 8 M. from the town, is composed of a cluster of quaint little cottages on a high bank fronting the ocean. Surf-bathing here is

safe only when the bathers use ropes, as the shore descends rapidly. 1 M. N. of Siasconset is Sankoty Head, where a powerful Fresnel light is elevated on a far-viewing bluff 90 ft. high. 1 M. N. of Sankoty Head is the beautiful Sesacacha Pond, of pure, sweet water and abounding in fish (small inn on the shore). In 1676 a village was built on this pond and remained for 140 years; but its last house was torn down in 1820. Most of the island, over which rambles may be made, consists of high, breezy, sea-viewing plains, where but few fences or houses are seen, and which "the traveller will call downs, prairies, or pampas, as he happens to come from England, the West, or Buenos Ayres."

8. Boston to Providence and New York.

Express trains leave five times daily, reaching New York in 6 hours.

Stations. — Boston to Roxbury, 2 M.; Jamaica Plain, 3½; Hyde Park, 8; Readville, 8½; (Dedham, 10); Canton Junction, 15; Sharon, 18; E. Foxborough, 22; Mansfield, 25; W. Mansfield, 27; Attleborough, 32; Dodgeville, 34; Hebronville, 35; Pawtucket, 40; Providence, 44; Auburn, 49; Hill's Grove, 53; Apponaug, 55; Greenwich, 58; Wickford Junction, 64; Slocum's, 67; Kingston, 71; Carolina, 77; Wood-River Junction, 79; Niantic, 83; Westerly, 88; Stonington, 94; Mystic, 97; W. Mystic, 98; Noank, 99; Groton, 100; New London, 104; Shore Line, N. Y., N. H., & H. R. R. Boston to New London, 108 M.; Waterford, 111; E. Lyme, 114; S. Lyme, 119; Black Hall, 123; Lyme, 125; Saybrook, 126; Westbrook, 130; Clinton, 135; Madison, 138; East River, 141; Guilford, 143; Stony Creek, 147; Branford, 150; East Haven, 153; Fairhaven, 156; New Haven, 159; N. Y., N. H., & H. R. R. Boston to New Haven, 159; West Haven, 161; Milford, 169; Naugatuck Junction, 171; Stratford, 173; Bridgeport, 176; Fairfield, 181; Southport, 183; Westport, 188; S Norwalk, 191; Darien, 194; Noroton, 195; Stamford, 199; Cos Cob, 202; Greenwich, 204; Port Chester, 206; Rye, 208; Harrison, 210; Mamaroneck, 211; Larch Manor, 214; New Rochelle, 216; Pelhamville, 217; Mount Vernon, 219; Williams Bridge, 221; New York, 233.

The train leaves the station of N. Y., N. H., & H. R. R. in Boston (Columbus Ave., near the Common), and traverses the made land S.W. of the city, between Columbus and Huntington Aves. At *Roxbury* station it crosses Tremont St., and then passes Boylston and Jamaica Plain (see Route 2). As the train approaches Boylston station, the quaint buildings of the *Massachusetts Infant Asylum* are seen on the r. Beyond the stations for Forest-Hills and Mt.-Hope Cemeteries is **Hyde Park,**

a large suburban village, many of whose citizens are engaged in business in Boston. This town was incorporated in 1868, and has 11,000 inhabitants, 6 churches, a paper, a library, and several factories. *Readville* is 1¼ M. S., and was occupied by great encampments of State troops during the war for the Union. The roads from Hyde Park and Readville to the E. over Fairmount and the Blue Hills are full of interest, giving beautiful views in all directions. The hamlet of *Mattapan* is 1 M. N. E. of Hyde Park, down the Neponset River; and *Milton* is 5 M. E., over the hills. At Readville the pres-

ent route meets its Dedham Branch, and is crossed by the New York & New England R. R. (See also page 37.)

Dedham, the quiet and antiquated capital of Norfolk County, is reached by two branch railroads from the main line, one diverging at Forest Hills and running 5 M. through W. Roxbury, the other leaving at Readville, and running W. N. W. 1½ M. The town has 7,200 inhabitnts, 10 churches, 2 papers, a bank, a library, a soldiers' monument (for 47 dead), a handsome Memorial Hall, and a granite court-house. The streets are pleasant and well-shaded, and many Boston merchants have homes here. The elm-trees completely overarch the streets for long distances, and the sidewalks are fringed with foliage. The Charles River curves in close to the village on the N. *St. Paul's Church* (Episcopal) is a handsome Gothic structure of stone, on Church St., and near the ancient cemetery. It has a tall stone spire and rich stained windows; and in its yard is the monument of Alexander Griswold, Bishop of the Eastern Diocese. The *Court House* has Doric colonnades at each end, and is surmounted by a high dome which rises finely over the trees in distant views of the village. Opposite the enrailed Court House grounds is the ancient Pillar of Liberty, which was set up by the Sons of Liberty in 1766. The antiquated Unitarian and Congregational Churches are near the Court House. The County Jail is a massive stone building, in modern architecture. The *Memorial Hall* is a graceful stone structure, not far from the station. Dedham has many ancient mansions, in wide and pleasant grounds, and is by many visitors considered the most beautiful village in Eastern Massachusetts. It has a large Catholic Church, a handsome station, and the picturesque Brookdale Cemetery. The Public Library and Bank are handsome new buildings.

Stages run from the trains to *W. Dedham*, a rural hamlet 3 M. S. W. *Mill Village* is just E. of Dedham, and has several factories.

Dedham was settled in 1635, under the name of *Contentment*, and in 1640 the first canal in America was dug here, to increase the navigable facilities of the Neponset River by turning into it part of the Charles River. It is 3 M. long, falling 60 ft., and is called Mother Brook. The town was fortified and menaced during King Philip's war (1676), and sent troops to the attack on Havana (1740), none of whom ever returned. She sent 100 soldiers to the Revolutionary armies, and 672 to the Secession War. Fisher Ames was born here in 1758, and was an eminent lawyer and orator, and a leader in the Congress of the Confederation era.

Beyond Readville the main line crosses the N. Y. & New-England R. R., and ascends the Neponset valley to **Canton** (*Tirrell House*), the chief place in a town of 4,192 inhabitants, with manufactories of silk, cotton, fancy woollens, shovels, rubber, axles, machinery, and copper and iron wares. It has 5 churches, a bank, and a high school; and occupies the site of one of the ancient villages of Christian Indians established by the Apostle Eliot. To the N. is the picturesque *Blue Hill*, 635 ft. high, overlooking Boston and the bay, and many busy villages. *Ponkapog Pond* is near the hills, and covers 200 acres. Not

far from its shore lived Thomas B. Aldrich, the poet. Near the station the railroad traverses a massive granite viaduct, 600 ft. long and 63 ft. high, near which a branch road diverges to Stoughton, on the Old-Colony Railroad.

The line now enters the highland town of **Sharon**, which has 1,500 inhabitants, 3 churches, small factories, and forests which yield much firewood and charcoal. The *Massapoag-Lake Hotel* is a pleasant summer-hotel, on a hill 2 M. S. of the station, near the pretty *Massapoag Lake*, which covers 450 acres, and affords boating, bathing, and fishing. Among the bold highlands of Sharon, *Moose Hill* is most conspicuous, and commands a rich prospect.

Beyond Sharon the line follows the valley between Bear-Foot Hill (r.) and Cow Hill, and reaches E. Foxborough, 2 M. E. of **Foxborough Centre** (*Cocasset House*). This picturesque town has 3,168 inhabitants, 3 churches, a park and ornamental cemetery, and a handsome granite memorial building in honor of its dead soldiers (used by the public library). The specialty of Foxborough is straw hats and bonnets, whose manufacture engages over 1,600 persons.

At **Mansfield** (*Mansfield House*) the line meets railroads to New Bedford (31 M.) and S. Framingham (21 M.). This town has 3,500 inhabitants, 7 churches, and several small factories. Most of the people are engaged in farming, on level lands of dubious value. *W. Mansfield* is a pretty hamlet, near Wading River.

Attleborough (*Park Hotel*) is a prosperous village which contains nearly 50 manufactories of gold and plated jewelry of all kinds, besides 3 cotton-mills, and other industries. The town was settled in 1669, and contains 8,000 inhabitants, 2 banks, a paper, a farmer's hall, and 8 churches.

Branch railroads run from Attleborough to *N. Attleborough* and to *Taunton* (11 M.), the latter of which crosses Norton, the seat of the Wheaton Female Seminary. Stages run to Plainville, S. Attleborough (4 M.), N. Rehoboth (6 M.), and Rehoboth (11 M.). Rehoboth is a Hebrew name given by a Pilgrim pastor to the Indian domain of *Seconnet*. The town is remote from railroads, and has 1,800 inhabitants, 320 farms, 6 churches, and 5,000 acres of cedar-swamps.

A branch railway runs from East Junction to *Rumford*, the site of Professor Horsford's factories; and *India Point*.

Pawtucket (*Pawtucket House*), the second city of Rhode Island, has 28,000 inhabitants, 22 churches, 4 newspapers, and a public library of 12,000 volumes. The river is navigable up to its 50-ft. falls, and many laden vessels and pleasure-steamers ascend it. Horse-cars run to Providence. Pawtucket has the enormous works of the Dunnell Mfg. Co., printing 50,000,000 yards of calico a year; and near by is the Sayles Bleachery, the largest in the world, employing 1,500 persons. The Conant Thread Mills (a branch of J. & C. Coates') employ 2,000 persons. The first cotton-mill in America went into operation here, under Samuel Slater's direction, in 1790. Pawtucket makes files, cardboard, horseshoes, machinery, yarn, and cotton and worsted dressgoods, in vast quantities.

Providence (*Narragansett House, corner Broad and Dorrance Sts., an elegant new house, $2.50–4 a day; *Hotel Dorrance, $2.50–4 a day; Central Hotel, 6–10 Canal St., European plan) is the second city, in wealth and population, of New England, and a semi-capital of Rhode Island. It is beautifully situated on hills at the head of Narragansett Bay.

The view of the city from the Bay, or from the heights E. of the river, is very pleasing. The China trade was once largely enjoyed by Providence, but since its loss the energies of the citizens have turned to manufactures, and now large jewelry, iron, stove, and locomotive works are kept going. The Corliss engines, the Peabody rifles, the Gorham silver-ware, Perry Davis's Pain-Killer, and millions of cigars are made here. 36 banks take care of the money.

Providence was founded and named by Roger Williams, who was banished from Massachusetts in 1636, for his advanced ideas relative to Church and State. He was born in Wales, 1599, educated at Pembroke College, Cambridge, and preached for some time at Salem, Mass. After his exile he settled at Seekonk, whence he was soon warned away by the Governor of Plymouth. In a canoe, with five companions, he dropped down the river, until, in passing a cove (near the present India St. Bridge), he was hailed by some Indians with the words, "What cheer, Netop?" (friend). He landed in this cove on the celebrated What Cheer Rock, and then coasted around to the mouth of Providence River, where he landed and remained. This was in June, 1636. Soon after he visited the Sachem Canonicus (on Canonicut Island) and received a grant of the land hereabouts. In 1639 Williams became a Baptist, and in 1643–4 went to England, and got a charter for the new colony. In King Philip's War, every house between Stonington and Bridgewater (save Providence) was destroyed, and the little colony was once fiercely attacked, and lost 30 houses. In the royal census of 1730, Providence had 3,916 inhabitants. De Warville visited it in 1788, and reported it "decayed, and in the silence of death." In 1800, it had 7,614 inhabitants, and in 1890, 132,000.

The R. R. station, fronting on Exchange Place, is a large, handsome building, near which is a costly *monument, erected by the State in honor of her dead soldiers. The base of this work is of blue Westerly granite, bearing the arms of the U. S., and of R. I. Surrounding this are four 7-ft. bronze statues representing the Infantry, Cavalry, Artillery, and the Navy; above which is a statue of militant America (10 ft. high), bearing a sword and laurel wreath in one hand, and a wreath of immortelles in the other. The names of 1,680 R. I. soldiers who died in the War for the Union are inscribed on the monument, which was designed by Randolph Rogers, of Rome. Near Exchange Place, and parallel to it, is Westminster St., the main thoroughfare of the city. From this street to Weybosset St. runs the **Arcade**, a fine granite building (built 1828), on the plan of the European "galleries," containing a great number of shops ranged along a glass-roofed promenade. In the vicinity is the massive granite building of the Custom House and Post Office. The most notable churches are St. Joseph and St. Mary (Roman Catholic), the Union Congregational, the Roger Williams Baptist, the ancient First Baptist (society founded 1639), Grace Church, and St. Stephen's (Episcopal), a

massive edifice of rugged brown stone, with a deeply recessed chancel, an ornate roof, and richly stained windows. There are 80 churches in the city. In the S. part, and fronting on the harbor, is the stately building of the * **R. I. Hospital,** surrounded by pleasant grounds.

On the E. side of Providence River are two long business streets and a line of heights covered with residences. On N. Main St., near President, is the quaint old church of the First Baptist Society, and beyond it, on the corner of S. Court St., is the small brick building used for the State House. Fine views of the "seven hills of Providence" are gained from Benefit St. above the State House. On the corner of College and Benefit Sts. is the * **Athenæum,** a sturdy little granite building, containing a library of 52,000 volumes. Several busts are preserved here, and some fine portraits, among which are a copy of Stuart's Washington; Charles II., by *Caspar;* J. G. Percival, by *Alexander;* John Hampden, by *Gandy;* Washington Allston, by *Chester Harding;* Malbone, by *Staigg;* Sarah Helen Whitman, by *Giovanni Thompson;* * portrait of a young lady, (his niece ?) reading, by *Sir Joshua Reynolds,* one of his finest works. The gem of the collection is Malbone's masterpiece, * "The Hours," painted in water-colors on a sheet of ivory 6 inches by 7, and presented to the Athenæum in 1853, by 130 subscribers. The picture represents Eunomia, Dice, and Irene, the Past, Present, and Future. The President of the Royal Academy said of it to Monroe, "I have seen a picture, painted by a young man by the name of Malbone, which no man in England could excel." On the heights near the Athenæum is the line of buildings (R. I. College, Hope, Manning, and University Halls, etc.), pertaining to **Brown University.** There is here a fine library of about 75,000 volumes, a museum of Natural History containing 10,000 specimens; and in the portrait gallery 38 portraits, some of which are of value. Brown University has 58 instructors and 550 students (200 from R. I.). It is in a highly prosperous condition. In 1889-90 the Ladd Observatory was built, on Tin-Top Hill.

Rhode Island College was founded at Warren in 1764, and removed to Providence in 1770. Its buildings served as a hospital for the Franco-American army during part of the Revolution. Nicholas Brown, and others of that distinguished R. I. family, having greatly aided the college, in 1804 its name was changed to Brown University. Two thirds of the Boards of Fellows and Trustees are required by the charter to be Baptists.

The hall of the R. I. Historical Society is near the University, and contains many relics of the Indians and early settlers, together with 18,000 books, 30,000 pamphlets, and 7,000 MSS. On Hope St., N. W. of the University, are the extensive buildings, surrounded by fine grounds, of the Dexter Asylum (for the poor), near which are the ornate buildings of the Friends' Boarding School. The Butler Hospital for the Insane has large and stately edifices, surrounded by 115 acres of ornamental grounds, on the heights which look down on the widenings of the Seekonk River

N. of the Butler Hospital is the *Swan-Point Cemetery*, a beautiful rural necropolis, on undulating ground near the river. The bronze equestrian statue of Gen. Burnside, at the N. end of Exchange Place, was modelled by Larkin G. Mead, and erected in 1887. On High Street, near Westminster Street, and not far from the fine Y. M. C. A. building and the Cathedral, is the bronze statue (by H. H. Kitson) of Thomas A. Doyle, Mayor of Providence almost continuously from 1864 to 1886.

The *Butler Exchange*, near the station, is an imposing 6-story commercial building. The Court House (corner Benefit and College Sts.) was finished in 1877, in Gothic architecture. In a similar style is the High School, on Summer St. (built in 1878). The granite City Hall fronts on Exchange Place, near the station, and cost over $1,000,000. The Library of Brown University is in a handsome Venetian-Gothic building; Sayles Memorial Hall (built in 1880) is Romanesque, of granite; and Slater Hall (built in 1879) is a modern dormitory. The armory of the First Light Infantry is a very large building on South Main St.; and the fortress-like armory of the Marine Corps of Artillery is on Benefit St. The Cathedral of SS. Peter and Paul, on High St., is a noble Gothic structure, of rough-faced red Longmeadow stone, with white-marble clustered columns, upholding an oaken roof. The Friends' meeting-house is on N. Main St.

Roger Williams lies buried in the North Burying-Ground; and in the Park is a noble bronze statue of him, on a granite pedestal 27 ft. high, with a bronze figure of History writing his name on the base. On Stampers Hill is the site of the King's Garrison fort, erected in 1656, which saved the town from destruction by the Indians twenty years later. The Whipple house, on Abbott St, dates from before 1670; the Old City Building, in Market Sq., from 1773; the Old State House, from 1762 (it contains a portrait of Washington, by Gilbert Stuart). The Public Library, on Snow St., has 60,000 volumes. The city gasometer is crowned by the largest dome in America (140 ft. in diameter).

Roger-Williams Park was given to the city by Betsy Williams, great-great-granddaughter of Roger Williams, in 1871; and includes 300 acres of beautifully diversified land, with the venerable gambrel-roofed house of the donor (built in 1775), the What-Cheer Cottage (for refreshments), Crystal Lake, and other attractions. Large additions of land have been made to the original gift.

Broad St., a favorite drive, leads to the Park, and to Pawtuxet (4½ M.). Near **Cranston** are the *State Prison* and the Pettaconsett Pumping-Station, supplying drinking water for Providence.

Theatres, etc. — Providence Opera House, Dorrance St., seats 1,500. *Concerts* by the Arion Club (160 voices), Liederkranz (80 voices), and Mendelssohn Choral Union (200 voices). *Art-Club House*, a noble old colonial building on Thomas St. *Base-Ball Grounds*, Messer St. (Olneyville horse-cars). *Bicycle Club*, Custom-House St. *Board of Trade*, Market Sq. *Caledonian Society*, 142 Westminster St. *Tennis Club*, Brook and Manning Sts. Y. M. C. A., 276 Westminster St.

Horse-Cars to Olneyville, S. Providence, Pawtucket (10 cts.), Central Falls,

the Park, Pawtuxet (12 cts.), Cranston, Swan-Point Cemetery, &c., the lines centring at Market Sq. *Stages* daily to Danielsonville (25 M.).

Steamboats daily (in Summer) to Block Island, Mount Hope, &c. Several times daily to Rocky Point, Newport, Bullock's Point, Riverside, Silver Spring, &c.

Railroads. — From Union Depot, for Boston, New York, &c. From India-St. station, for Warren, Bristol, and Fall River. From Gaspee-St. station for Pascoag.

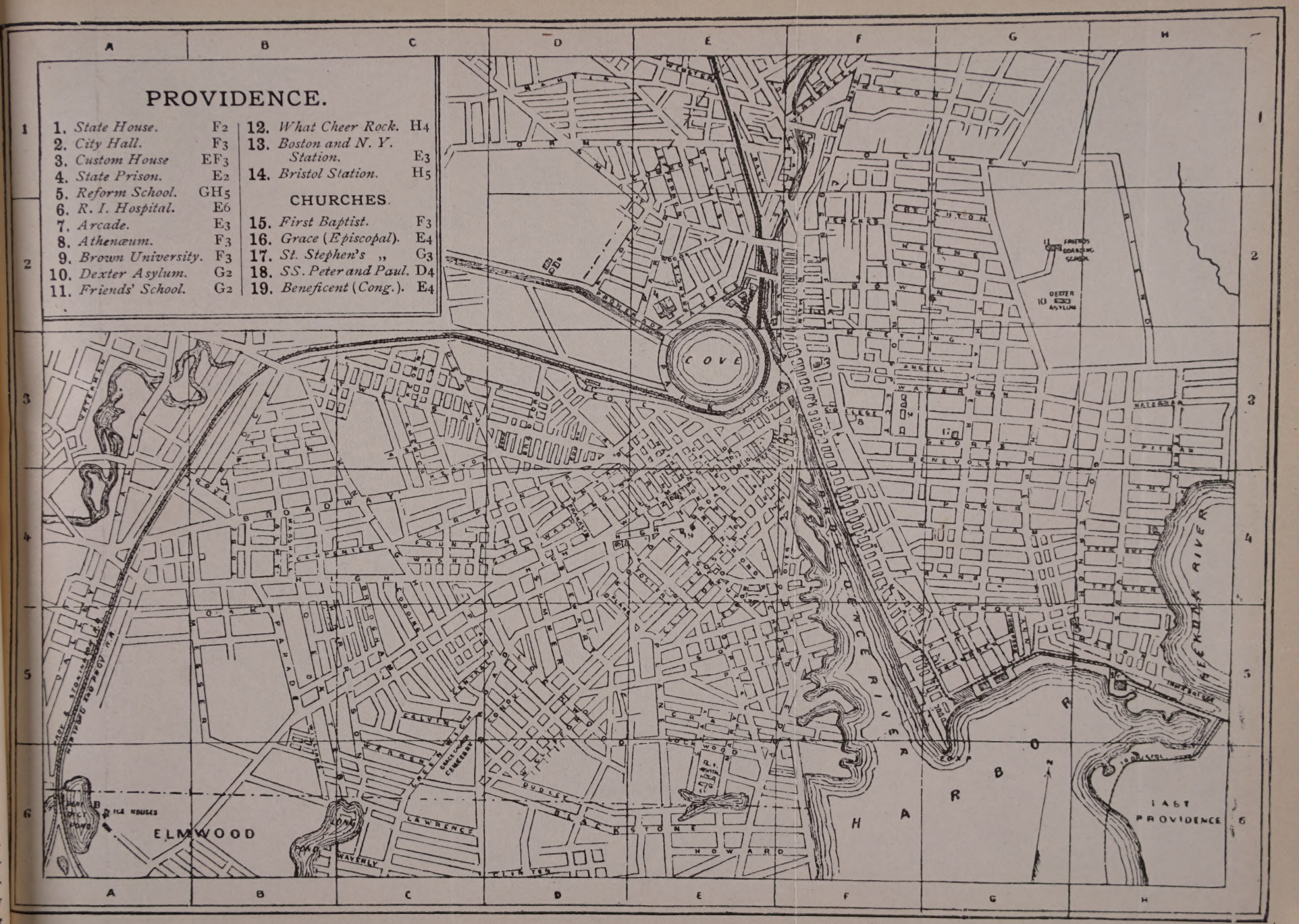
Steamboats leave Providence daily for Tiverton, Tiverton Four Corners, and Sakonnet Point, sometimes touching at Bristol, and connecting at Tiverton with certain trains from Boston and Fall River. Providence to Sakonnet Point and return, $1. **The Sakonnet** ($10 to $15 a week) is a modern sea-viewing summer-hotel at Sakonnet Point, 1 M. from the Bathing Beach, 5 M. from Westport Harbor, and 14 M. from Tiverton and Stone Bridge.

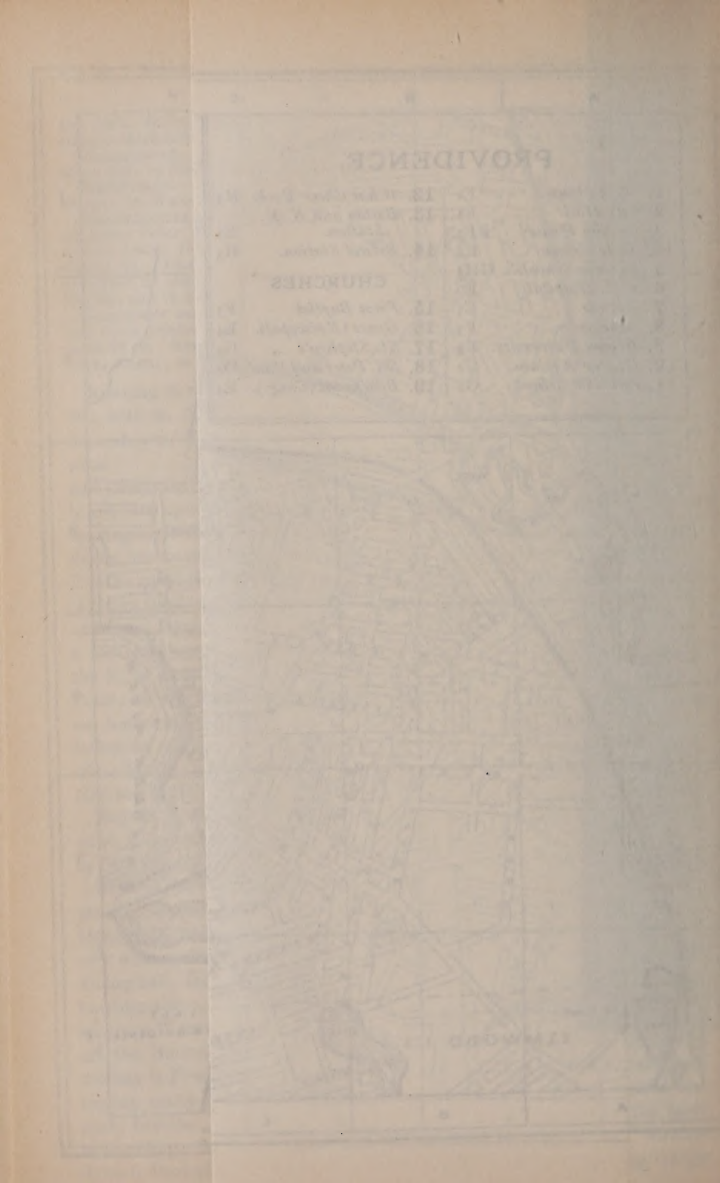
Steamboats leave Providence several times daily for the Bay resorts, Newport, and Block Island. Providence to Rocky Point and back, 40 cts.; to Newport and back, 75 cts.; Newport to Rocky Point and back, 40 cts.; Providence to Conanicut Park, 40 cts.; to Newport, 50 cts.; 7 boats daily to Rocky Point; 4 to Newport.

Running down from Providence, the boat passes Sassafras Point on the W., with its lighthouse; Field's Point (E.), crowned by the old Fort Independence; Squantum Bluff, Ocean Cottage (E.), and **Silver Spring**, with famous clam-bake pavilion, many summer-cottages and diversified scenery. Off-shore are the Pomham Rocks, named for a brave Narragansett sachem whom the English killed in battle in 1676, and bearing a sturdy lighthouse. *Cedar Grove* (E. shore), 5 M. from Providence, has an array of cottages, and summer amusements; and close beside it is the great *Riverside Hotel*, accommodating 200 guests. Farther down, is *Camp White* (house and cottages). Across the bay stands **Pawtuxet**, a quiet and lovely village, in front of which, on Fort Hill, near the site of a Revolutionary battery, is a group of pretty villas. Farther down, on the E., is *Bullock's* Point (*What-Cheer House*), and on the W. is Gaspee Point, off which the British sloop-of-war *Gaspee* grounded, while pursuing an American vessel, in 1772, and was surprised, captured, and burnt the following night, by eight boat-loads of Providence men. S. of the point flows Turtle Cove, below which are *Mark Rock*, anciently known as "The Natchez of Rhode Island," and Conimicut Point, with its tall lighthouse.

Nayatt Point now opens, on the E., with its quiet villas and emparked grounds, once owned by Massasoit, and later by Miles Standish. On Rumstick Point stands a lighthouse.

Beyond Nayatt the bay opens to treble its former width, and the steamer, passing on the W. the River-View House (75 guests) and Long-Meadow House (100 guests), lands at **Rocky Point**, a rocky and wooded promontory midway between Providence and Newport, and crowned by a colossal dining-hall, famous for clam-bakes, with attendant arbors, menagerie, bowling-alleys, observatory, &c. ($8–15 a week). 1 M. below stands the spacious Warwick-Neck House, with a noble water-view; and farther W. are the Buttonwoods and Oakland Beach (see page 67). Farther down the bay is *Prudence Island*, the Indian *Chibacuwese*, 6 M. long, and containing many fine farms. Near Prudence are Patience, Hope, and Despair Islands. On one side (off Bristol) is Hog Island, where the early settlers kept their swine, out of the reach of wolves and bears. Farther down is **Conanicut** (*Bay-View House*, $12-15), an island 8 M. long, bought


PROVIDENCE.
1. State House. F2
2. City Hall. F3
3. Custom House EF3
4. State Prison. E2
5. Reform School. GH5
6. R. I. Hospital. E6
7. Arcade. E3
8. Athenæum. F3
9. Brown University. F3
10. Dexter Asylum. G2
11. Friends' School. G2
12. What Cheer Rock. H4
13. Boston and N. Y. Station. E3
14. Bristol Station. H5
CHURCHES.
15. First Baptist. F3
16. Grace (Episcopal). E4
17. St. Stephen's „ G3
18. SS. Peter and Paul. D4
19. Beneficent (Cong.). E4
COVE
ELMWOOD
EAST PROVIDENCE
HARBOR
PROVIDENCE RIVER
BENEFICENT RIVER



from the Indians in 1655, and in 1678 named in honor of King James, *Jamestown*, which name it still retains. On its N. part is Conanicut Park, covering 500 acres, with avenues, sea views, the Captain-Kidd house (200 years old), and many summer-cottages. At its S. end is *Beaver-Tail* Light, the oldest in America (dating from 1667), near the ruins of an old British fort. On the E., near Newport, stands *Fort Dumpling*, a picturesque ruin nearly a century old. Beautiful views are afforded from the adjacent rounded and rocky hills, over the sea and across to Newport; and here are the costly villas of Wm. T. Richards, Chas. Wharton, and other Philadelphia patricians. The steamer runs between Conanicut and Rhode Island, and passes under Fort Adams into the harbor of Newport (see page 40).

Block Island.

Hotels. — *Ocean View Hotel*, 500 guests, $3.50 to $7 a day, $15 to $35 a week, piazzas ½ M. long, hot sea-baths, theatre and orchestra, connected cottages and livery-stable; *Spring House* ($2.50) and *Hygeia* ($1.50), $12 to $18; *National*, *Manisses* (200 guests), *Eureka*, *Mitchell*, *Highland*, $8 to $15 a week; *Connecticut*, *Block-Island*, *Central*, *Bellevue*, *Seaside*, *Narragansett*, *Neptune*, *New Adrian*, *Norwich*, *Pequot*, *Surf Cottage*, *Windsor*, and other houses, at $7 to $12 a week.

Steamboats leave Providence in summer on Tuesdays and Saturdays, and leave Fall River on Fridays, at 9 A. M., touching at Newport, and arriving at Block Island at 1 P. M. They leave to return at 3. A steamer with the U. S. mail leaves Newport daily (except Sunday) at 1.30 P. M.; leaving Block Island to return at 7.30 A. M. Steamboat also from Norwich daily, at 8 A. M., arriving at New London at 9.45, touching at Watch Hill, and reaching Block Island at 12.45. The daily boats from Newport can be caught by the morning boats from Providence, or the early Old Colony train from Boston, or the Fall-River boat from New York.

Distances. — To Beacon Hill, 2½ M.; Pilot Hill, 1½; Salt Lake, 1½; Black Rock, 5; Dickens Point, 5; the Cliffs, 2¾; Old Harbor Point, 1; Sachem's Pond, 4½.

Block Island (see page 71) lies 15 M. out at sea, off the mouth of Narragansett Bay, midway between Point Judith and Montauk Point. Its bracing ozonized air, grand ocean-views, singular and attractive scenery, and primitive tranquillity have sufficed to make here one of the chief American summer-resorts. The thermometer rarely rises above 75° in this "Bermuda of the North." There is good bathing, in water less cold than on the more northerly beaches. Among the fish found in the adjacent waters are sea-trout, bluefish, black-bass, cod, and sword-fish. Edward Everett Hale characterized the place as our future Isle of Wight.

Tourists visit the old burying-ground, the peat-bogs, the life-saving stations, the lighthouses, the windmills, the government breakwater, and the high bluffs and cliffs which rebuff the waves. The Great Salt Pond covers an area of 1,000 acres.

The views from Beacon Hill (an almost complete circle of sea), Pilot Hill, Mohegan Bluffs, Bush Hill, and many other points, are full of grandeur. The island is traversed by several roads, giving attractive drives. Persons in search of rest, and a peculiarly equable and tonic climate, and not desirous of excitement, find this locality beneficial.

Peat was largely used here for fuel. The sea-weed thrown on the island is worth $20,000 a year. 90 per cent of the inhabitants were born on the island, of native Block-Islanders. They are all Baptists. The little stone-walled farms, the rolling hills, and the lily-strewn ponds give interest to the

drives; while near the harbor are modern restaurants, shops, and a large skating-rink. Several of the islanders take summer-boarders, charging $6-10 a week. The adjacent waters are the scene of R. H. Dana's poem "The Buccaneer," and of Whittier's poem, "The Palatine." Many visitors from the Southern and Western States make Block Island their summer home; and statesmen, diplomats, society-leaders, and other prominent persons are found here every season.

Providence, to Warren, Bristol, and Fall River.

The Providence, Warren, and Bristol Div. of the N. Y., N. H., & H. R. R. leaves Fox Point, crosses the Seekonk River, and passes the popular resorts on the E. shore. Stations, India Pt., Boston Switch, Riverside, Drownville, Nayatt, Barrington and **Warren**. The latter town (Cole's Hotel, established in 1762) is a busy manufacturing place on the E. shore of Narragansett Bay. It is a nursery of sailors, and has a well-protected harbor. The Sachem Massasoit had his favorite dwelling here on his territory of Sowamset, near a spring which is still called after his name. The Warren Veteran Artillery has two cannon which were made at Strasbourg in 1760, taken from the French at Montreal, surrendered with Burgoyne at Saratoga, and used in the Dorr Rebellion (1842). A railroad runs from Warren to Fall River.

The next station, 4 M. S. of Warren, is **Bristol** (*Bristol Hotel*), This town is a pleasant summer-resort, and is built on a high peninsula sloping to a deep, safe harbor. Three wide, grassy streets run down the peninsula, — Water St., near the harbor; Main St., with St. Michael's (Epis.) Church, and two or three old colonial mansions; and High St., with the common, the poor county buildings, and a fine Cong. church, in rambling mediæval architecture. From this broad and quiet street may be seen Mount Hope, where was "King Philip's seat" (Arnold), or "Philip's sty at Mount Hope" (Palfrey).

King Philip, or Metacomet, was the son of Massasoit, and chief of the Wampanoags. After enduring various aggressions from his white neighbors, in 1671, the Plymouth people demanded that all the Indians should give up their arms, and Philip demurred at this. Then, travelling throughout New England, he formed a powerful anti-English league, and attacked the colonies in 1675. After a long war conducted with unexampled ferocity by both combatants, his power was broken by the Narragansett Fort Fight, and the repulse from Taunton. Having decimated the colonists and destroyed many of their fairest towns, he was hunted down and shot near the foot of Mount Hope, in midsummer, 1676. During the war 600 colonists were killed, and 12 towns were destroyed.

In 1680 the peninsula was bought from the Government by a company of Boston capitalists, who divided it into lots, and sold the land to actual settlers. In Oct., 1775, three British frigates bombarded Bristol, and in 1778 a raiding party of British soldiers plundered this town and Warren.

Steamboats daily in summer from Bristol to Bristol Ferry, Providence, and Fall River.

Papasquash Neck, between Bristol Harbor and Narragansett Bay, has many pleasant rural villas. Gen. Burnside's home, Edgehill farm, was near Bristol, which has a handsome Burnside Memorial Building. The Rogers Free Library has a fine building. The Herreshoff Manufacturing Co. (of Bristol) make the fastest of yachts.

The train for New York runs from Providence by *Elmwood*, the seat of the Gorham Mfg. Co.; *Roger-Williams Park;* and *Auburn*, the seat of the Corliss Safe Works. Thence the Pawtuxet-Valley Branch runs W. to Phenix and Hope; and another branch follows Narragansett Bay by Conimicut, Shawomet, Rocky Point, and Warwick to *Oakland Beach* and the *Buttonwoods* (see below).

Beyond *Hill's Grove* and the quaint bay-side hamlet of *Apponaug* (Atwood House), the Shore-line train reaches **E. Greenwich** (*Updike House*), founded in 1641 as a trading-post on the Pequot path, afterwards a maritime port, and now chiefly known for its great Methodist seminary. It looks out over a fine bay, which is famous for its scallops and quahaugs, oysters, and fish.

Old Warwick is a few miles distant, across Cowesit Bay. Samuel Gorton, a layman who intruded into the arena of theological polemics, was banished from Plymouth in 1637, from Newport in 1641, from Providence in 1642, from Cranston later in the same year, and then settled on Shawomet. In 1643, 40 soldiers from Boston came here, and took Gorton and 10 colonists to Boston, where they were tried and sentenced as "damnable heretics," and banished from America. The Earl of Warwick sent him back to Shawomet (which he named Warwick), and under that nobleman's protection he spent the remainder of his life in launching anathematic treatises at Massachusetts and R. I., among which were "Simplicitie's Defence against Seven-Headed Policy," "Antidote against Pharasaic Teachers," &c. In 1652, the clerk of this unfortunate settlement was disfranchised on seven charges: first, for calling the officers of the town rogues and thieves; second, for calling all the town rogues and thieves: third, for threatening to kill all the mares in town. In 1676, the place was attacked and burnt.

Nathaniel Greene was born at Warwick, in 1742. He led the R. I. brigade to Cambridge in 1775, commanded the left wing, and took the guns at Trenton, saved the army at the Battle of the Brandywine, and led a brigade at Germantown, Monmouth, and Newport. In 1780, he commanded the shattered Army of the South in its celebrated retreat across South and North Carolina into Virginia, and fought the drawn battle at Guilford C. H. In April, 1781, he was badly defeated by Lord Rawdon, at Hobkirk's Hill, and was repulsed from Fort 96, but in September he won the sanguinary and decisive battle of Eutaw Springs, which ruined the British hopes in the South. Congress presented him with a medal, a British standard, and two captured cannon, and the State of Georgia gave him a fine plantation near Savannah, where he resided until his death.

Gens. Greene and Casey, of the Army of the Potomac, were born near here.

Oakland Beach (hotel for 100 guests; famous for clam-bakes) is a modern summer-resort on Horse Neck, Greenwich Bay, reached by railroad from Warwick, or from Providence (open cars, ¾ hour; 40 cts. both ways). The R. I. militia encamp here one week each summer. **The Buttonwoods**, W. of Oakland, has a fine beach, 1 M. long, boating, bathing, fishing, fifty cottages, and a large hotel. **Potowomut Neck**, across the bay, is a delightful region of farms and summer-villas. The *Warwick-Neck House* (100 guests) is 1 M. from Rocky Point.

The Cedars (John Allen's summer boarding-house) is on Quidnesset Neck, in-shore from Hope Island.

A branch railway runs 3 M. E. from *Wickford Junction* to **Wickford** (*Cold Spring House*), a quaint old village, whence steamers run to Newport (16 M.), 4 times daily. Here is a curious square Episcopal Church, built in 1707; the old Block House, built for a defence, in 1641; the Devil's Rocks, imprinted by Satanic feet; and the Rolling Rock, where Canonicus and Roger Williams signed their compact. Wickford is on Cowesit Bay.

From Kingston station semi-daily stages run 2 M. E. to the hill-village of **Kingston** (*Kingston House*), the shire-town of Washington County. The *Narragansett Pier Railroad* runs from Kingston station 9 M. S. E., by Rocky Brook, Peace Dale, and Wakefield stations, to the fashionable seaside-resort of **Narragansett Pier.**

Hotels. — The Gladstone, 400 guests, $4 to $6 a day; the Rockingham, $25 to $35 a week; the Berwick; the Mathewson, $3 to $4.50 a day; Atlantic House, 175 guests; Continental, 200 guests; Hotel Columbus, $20 to $30 a week; Atwood House; Massasoit; Metatoxet House, 250 guests, $15 to $21 a week; Ocean House; Revere House: Mount-Hope House, etc. The Tower-Hill House charges $3 a day, $12 to $18 a week (get off at Tower-Hill station).

Music, Lectures, etc., in Canonchet Hall. Handsome Episcopal church of stone. Narragansett Pier P. O receives two mails daily. **Steamers** leave daily for Newport (10 M.) and Providence. Railroad to Kingston, 5 trains each way. Beautiful **Casino,** with dancing, billiard, dining, and reception-rooms.

In 1856, a family from Philadelphia came here, and boarded at a farm-house near the beach. The next year they returned with some friends, and the farm was called the Narragansett Boarding-House. Summer visitors increased, until in 1867, the Atlantic (80 guests), the Atwood (175 guests), and the Revere (50 guests) Houses were built. Other hotels were rapidly built, and in 1871, the Continental, Maxson, Mt. Hope, and Tower Hill Houses were finished.

The Beach affords fine riding and bathing (light surf), and many fish are caught from the rocks. Narragansett is more quiet and unassuming than Newport. Below the Pier is a mass of rocks, beyond which stretches the long line of Wolcott's Beach. Indian Rock and Castle Rock are much visited; also Willow Dell, White Lake, and Little Comfort Beach. The famous mansion of the Sprague family is near the hotels. Every visitor should go to Narragansett Heights (3 M.), where the palatial Tower-Hill Hotel stands on its 800-acre plateau, near Silver Lake, 125 ft. above the Bay. The * view is fine, extending over Newport and 10–12 villages, and covering a horizon-line of 100 M. The Ocean, the Bay, Point Judith, and the lakes of S. Kingstown, are all visible. 4–6 M. W. of the Pier is Peacedale, with a fine stone church, and a large manufactory of woollen shawls.

The road running S. W. from Peacedale, through Wakefield, passes the remains of the old Potter Palace, and the birthplace of Commodore Perry.

John Potter was a magnate of the middle of the 18th century, who built here in Narragansett a fine mansion, richly frescoed throughout, surrounded by gardens, and kept by 100 slaves, where he used to receive company in baronial style.

At and before this time large Quaker settlements were scattered through the district, and three of their deserted churches still remain in this town.

Oliver Hazard Perry was born in 1785, of an old aristocratic family of Narragansett. He served as a midshipman in the Tripolitan War, and was put in command of the squadron on Lake Erie, at whose head, Sept. 10, 1813, he won a brilliant victory, and captured the entire British fleet. He died of yellow fever, at Trinidad, in 1819. His brother, Commodore M. C. Perry, born at Newport, 1794, was an active naval officer, chiefly distinguished for leading the Japan expedition in 1852–4, when he concluded an important treaty with that empire.

Commodore Perry's cousin, Stephen Champlin, Commodore in the U. S. Navy, was born here in 1789. He fired the first and last shots at the battle of Lake Erie, where he commanded the "Scorpion," in Perry's squadron. His services in the War of 1812 were important.

G. C. Stuart, the celebrated portrait-painter, was born in this town in 1754. Most of the time from 1772 to 1793 he spent in London and Paris, and kept his studio at Boston, 1806–28. His portraits of Washington and other founders of the Republic are the best in existence, and show skill of the highest order.

Wanomachin was the Indian sachem of this region. 5 M. from the Pier, by a noble sea-side road, and beyond the fish-abounding Point-Judith Pond, is **Point Judith,** named for Judith, wife of John Hull, who bought this land from the Indians in 1659. In 1777, H. M. S. *Syren*, 28, was wrecked here, and her crew became prisoners. **Point Judith** is the site of an important lighthouse.

The legend runs, that far back in the colonial days, a storm-tossed vessel was driven in towards the Narragansett shore. The captain, an ancient mariner, was at the wheel, watchful amid the perils of an unknown coast, when his bright-eyed daughter, Judith, called out to him, "Land, father! I see the land!" His dim eyes could not discern the distant shore, and he shouted, "Where away? Point, Judith, point!" She did point, and he changed his course, and left the surf-whitened cape far away under lee; and when he reached port, the story of the fearless girl pointing out the danger from the storm-swept deck was told often and again among the sailors, so that the old sea-captains, when they passed this cape thereafter, repeated the story, and gave her name to the place.

During much of the year 1778, the Count D'Estaing's fleet of 16 vessels, with 933 cannon, was stretched across the Bay from Point Judith, and maintained an efficient blockade of the British forces at Newport. Admiral Lord Howe attacked D'Estaing with a large squadron, and after an indecisive battle and a severe storm, both fleets were forced to leave the Bay and refit.

This town of S. Kingstown is the largest in the State, covering over 76 square M. N. W. of Kingston, near the Exeter line, on a high rocky hill, are the ruins of the Indian "Queen's Fort." Part of the stone-wall remains, also a rock-chamber called the Queen's Bedroom, where many arrows have been found.

On a hill in the great pine and cedar swamp near Worden's Pond (S. W. of Kingston) are the scanty remains of the **Narragansett Fort** (guide necessary, who can sometimes be obtained at the farm-houses on the edge of the swamp).

At the time of the landing of the Pilgrims, the Narragansett Indians, unwasted by pestilence, ruled the E. There were 30,000 souls in this nation (Brinley), or according to Roger Williams, "12 towns within 20 M., with 5,000 warriors." Gookin (1674) calls them an "active, laborious, and ingenious people," and they were extensively engaged in trade and manufacture, supplying nearly all the New England tribes with pipes, pots, and wampum jewelry and coin. Their territory stretched from Wickford nearly to Westerly, with its largest villages in the vicinity (favorable for fishing or agriculture) of the great ponds in S. Kingstown. In their simple theology they looked forward to some mystic realms in the far S. W., where the gods and pure spirits dwelt, while the souls of murderers, thieves, and liars are doomed to wander abroad. They fought frequently with the Mohegans and Pequots, but lived more peaceably with the Massachusetts, which was the name they (living in a flat country) applied to the dwellers at Neponset, Milton, and Canton. It is from Massa (many) and Waschoe (mountains), and means the people of the many mountains (the high blue hills of Milton). Canonicus and Miantonomoh ruled from about 1600 to 1643; the former being "a wise and peaceable prince" (Roger Williams), and the latter a "brave and magnanimous chief," who gave lands freely to the R. I. colonists. But the unvarying friendship between the settlers and this great tribe was ended in 1675, when the fiery eloquence and crafty subtlety of King Philip of the Wampanoags induced them to enter the anti-English confederation of the New England tribes. The United Colonies took prompt action, and assembled 1,000 men under Gen. Winslow, on the verge of the tribal territory. Many of the Indians were campaigning with King Philip; many fled to the N. W.; and the rest abandoned their villages and took refuge in the ancient fortress of the tribe in the swamp near Worden's Pond. After a long march through the snow in Dec., 1675, the colonial troops came in sight of the hill, covered with a system of embankments, palisades, and *abatis*, and defended by the flower of the Narragansetts. The Massachusetts men, in the van, dashed into the Fort through an enfilladed entrance, and after a furious struggle, being

unsupported, they were driven out with heavy loss. The whole force now having arrived, a double attack was made; the troops of Connecticut stormed the gate, and, while the attention of the whole Indian garrison was centred on that point, the Plymouth companies broke through the *abatis* and palisades on the other side, and attacked them in the rear. A bitter combat ensued, the Indians retiring to their wigwams and repulsing every attack of the colonials, who now held the walls. Fire was now applied to the wigwams, and spread rapidly, amid a scene of unutterable confusion and carnage. A band of chosen warriors dashed forth and cleared a way and covered the retreat of full 3,000 people, after which the colonials were left in full possession, having lost 80 men killed and 150 wounded. 300 warriors were killed, and 600 prisoners taken, of whom most of the fighting men were either shot on Boston Common, died on Deer Island, or were sold into slavery. The tribe was annihilated. Nearly all the colonial captains were shot, and a considerable proportion of the wounded, borne through a roadless country in midwinter, scores of miles to the settlements, died on the way home.

"The bitter cold, the tarled swamp, the tedious march, the strong fort, the numerous and stubborn enemy they contended with for their God, King, and country, be their trophies over death." — Conn. Legislature on "those dead in the Fort Fight in Narragansett."

In 10 - 12 min. after leaving Kingston Station, the train passes through the swamp where the battle took place. The next station is *Carolina*, with large woollen mills, 3 - 4 M. S. of which is a reservation, with church and school-house, where lives the scanty remnant of the Narragansett tribe. Stations, *Wood-River Junction*, *Niantic*, **Westerly** (about 6,500 inhabitants). In 1665, a division of the Newport church moved to Westerly, and, in 1671, embraced the tenets of the Seventh-Day Baptists, so if the traveller chances to be here on Saturday, he will find but little business going on, and the church bells ringing. Westerly is also noted for its extensive manufactures of flannels and cotton goods; and also for quarries of fine granite (800 workmen), for monuments and public buildings. Many summer visitors stop at the Dixon House, and avail themselves of the steamer which runs semi-daily down the Pawcatuck River to

Watch Hill Point.

Hotels. — Larkin House, 400 guests, near the lighthouse, $20 to $35 a week; Watch-Hill House, 250 guests, $21 to $28 a week (the earliest hotel here); Ocean House (200), on a far-viewing hill: Atlantic (150); Plimpton (350 guests); and Narragansett Houses, each $12 to $18 a week.

Steamers in summer run from Westerly to Watch Hill twice daily; from Stonington 4 - 5 times daily; from New London, daily; and from Norwich, touching at New London and Mystic, daily.

Watch Hill Point, the S. W. extremity of R. I., is a high, bold promontory, from which the sandy Narragansett Beach runs E., while to the W. Napatree Beach, a narrow strip of sand, runs out to Sandy Point. From the top of the hill a good sea view is obtained, with Block Island to the S. E., Fisher's Island to the S. W., and the town of Stonington close at hand in the W. From its fine views, excellent bathing beaches, and quiet and unpretentious hotels, this has become a favorite summer resort.

There are many summer-cottages here. 11 light-houses are visible hence.

Noyes Beach (*Chapman House*), E. of Watch Hill, has many summer-cottages. 5 M. to the E. is *Quonocontaug*, with shore cottages, 2 M. from Watchaug Lake; and 4 M. farther is **Charlestown Beach** (*Ocean House*), stretching from Devil's Beach to Green Hill. 2–3 M. from Green Hill is **Rocky Point** (*Matunoc Hotel*) and Little-Comfort Beach, nearly to Point Judith. (See page 69)

Stonington (*Ocean House*), the next station beyond Westerly, stretches its quiet streets across a narrow rocky point. It was in ancient times enriched by a large West-Indies trade, and later by the seal and whale fisheries.

The Stonington Line of first-class steamboats leave New York for Stonington, at 5 P. M. daily (except Sunday), connecting with trains for Providence, Boston, Worcester, etc. Steamers also run to Watch Hill several times daily (25c).

This district (Pawcatuck) was claimed by Mass. as hers in right of "joint conquest," after the defeat of the Pequods, but was settled in 1649 from Connecticut. In 1801 it became a borough, about which time President Dwight wrote that "Stonington and all its vicinity suffers in religion from the nearness of R. I." Aug. 9, 1814, the borough was attacked by the *Ramilies*, 74; the *Pactolus*, 38; and several other British vessels, which bombarded it for three days, throwing 60 tons of iron into it. Four attempts to land were repulsed with grapeshot, with heavy loss, and the *Dispatch*, 22, was seriously injured and driven off by a 3-gun battery on the point. The town was deserted by its people, and 50 soldiers were scattered through it to put out the fires.

8 M. beyond Stonington, after passing *Mystic* (Hoxie House) and *W. Mystic* (Cordner House) stations, the train reaches *Noank* (Ashby House), off which is **Mystic Island** (*Mystic-Island House*, 125 guests, $10 a week), a quiet summer-resort, with good boating, bathing and fishing, and fine sea-views, including the Connecticut shore and

Fisher's Island (several summer boarding-houses, at $8–10 a week), reached by semi-daily steamers from New London, 10 M., which was granted to Gov. John Winthrop in 1668, and became "the Governour's farme of Fysher's Island." It remained in the Winthrop family until 1868, when Robert R. Fox, a retired merchant of New York, bought the island, for a stock farm, remodelling the Old Winthrop mansion, near West Harbor, for a manor-house. There are 30–40 summer-cottages near the shore, favored by cool breezes, good fishing, and singular scenery of sand dunes, emerald meadows, and fresh-water ponds. The island belongs to New York, and is 9 M. long, covering 8,000 acres.

Steamers now run thrice daily from New London. The old manor house is now the Mansion House, a comfortable family hotel. The Munnatawket Hotel was opened in 1893, near the beach on Fisher's-Island Sound ($2.50–3.50 a day).

Block Island, named for Adrian Block, the Dutch discoverer, was called by the Indians Manisees (the isle of the little god). The natives made the wampum for the interior tribes. In 1636, they captured a Boston vessel near the island, and killed the crew, shortly after which a Conn. coaster ran down on her, raking the decks with musketry. The coaster then towed her to sea, and, having removed her sails, let her go, in a fearful storm. Gov. Endicott campaigned on Block Island, and destroyed 2 villages. The island sent 60 ft. of wampum to Boston for tribute, in 1638, and in 1661 an English settlement was made here, and nearly destroyed by a raid from French vessels in 1690.

Near Mystic, on the N., is Pequot Hill, which was attacked May 26th, 1637, by Mason, who had marched from Narragansett with 90 Englishmen, and 460 Mohegans and Narragansetts, under the Sachems Uncas and Miantonomoh. On arriving before the Fort, the Indian allies were afraid to attack, and drew off, whereupon the colonial soldiers prepared to do the work alone, and knelt down in prayer. (The Sachem Wequash, the guide of the forces, was amazed at this sight, and when he understood it, he became impressed and converted, and preached throughout New England until he sealed his faith by a glorious martyrdom.) The English now moved steadily to the assault, and, favored by the darkness, succeeded in getting inside the palisades, but they were soon overwhelmed by vastly superior numbers, and fell back, after setting fire to the wigwams. "The greatness and violence of the fire, the flashing and roaring of the arms, the shrieks and yells of men, women, and children within the Fort, and the shoutings of Indians without, just at the dawning of the morning, exhibited a grand and awful scene. The Narragansetts, Mohegans, and colonials surrounded the hill and shot down the fugitives. 600 Pequots were shot or burnt on this dreadful morning, which was a death-blow to the tribe. "It was a fearful sight to see them frying in the fire, and the streams of blood quenching the same, and horrible was the stink and scent thereof; but the victory seemed a sweet sacrifice, and they gave the praise thereof to God." COTTON MATHER.

A bronze statue of Capt. Mason was erected on Pequot Hill, in 1889.

4 M. from Pequot Hill (half-way to New London) is **Fort Hill, where** Sassacus, sachem of the Pequots, had his royal fortress. On hearing of the attack of Mason, the chief sent 300 of his best warriors, who caused the Indo-colonial forces great loss in their retreat. But meanwhile those who had remained in the fort revolted, and Sassacus, with his court and chiefs, was forced to flee to the Hudson River, whence they never returned, and the tribal organization was blotted out by the colonies, who gave for slaves to the friendly tribes those remaining of the dreaded Pequots or "Destroyers." There is a noble view from Fort Hill (4 M. E. of New London) which embraces parts of 15 towns, 4 counties, 3 States, 20 islands, 7 lighthouses, with New London, Stonington, Fort Griswold, and Fisher's Island Sound.

Groton is a very hilly township, and has but little good soil (in the river valley). In 1832, 40 Pequots were living here on a reservation, and still heartily hating the Narragansetts. Silas Deane, an early American diplomatist, who died in poverty and sorrow in a strange land, after having made successful negotiations with France, etc., was born at Groton.

The train crosses the Thames at *Winthrop's Point*, on a steel bridge which cost $1,500,000, and affords good views of the harbor and of the famous racing-course of the Harvard and Yale oarsmen.

New London (*Crocker House*, $2.50 to $3.50 a day), fronts on a fine harbor, 3 M. long and 30 ft. deep. It was formerly an important maritime port, but is now devoted to manufactures of silk, cotton-gins, etc. It has 14,000 inhabitants. The Public Library and the Williams Memorial Institute are handsome Romanesque buildings of pink granite.

This was formerly known as Pequot Harbor, and was raided successively by Mason, Endicott, and Underhill, and was settled by John Winthrop, Jr., in 1645. In 1658 the Connecticut Assembly resolved, "Whereas, this court considering

that there hath yet no place in any of the colonies been named in honor of the city of London, there being a new place, within this jurisdiction of Connecticut settled upon that fair river Mohegan in the Pequot country, being an excellent harbor, and a fit and convenient place for future trade, it being also the only place in these parts which the English possessed by conquest, and that upon a very just war, upon that great and warlike people, the Pequots, we, therefore, that we might thereby leave to posterity that we memory of that renowned city of London, from whence we had our transportation, have thought fit, in honor to that famous city, to call the said plantation, New London." In 1698, the pirate Capt. Kidd cruised along these shores, and buried on Gardiner's Island 75 ounces of gold, 633 ounces of silver, and a large lot of precious stones, which were recovered by the Earl of Bellomont, governor at Boston, in 1699. During the Revolution, the navy of Conn., consisting of 26 vessels, made New London its chief port; and here, in 1776, were landed the governor, officers, and plunder from New Providence (of the Bahamas), which had been captured by an American fleet. Sept. 5, 1781, the renegade raider Benedict Arnold appeared off the town with a fleet and a large force of British troops, and having taken Fort Trumbull he plundered and burnt New London. At the same time a strong detachment made an attack on Fort Griswold (across the river), which was defended by Col. Ledyard with 150 militia-men. The sharp fire of the Americans repulsed the first attack, but a bayonet-charge ensued, which carried the enemy into the fort. The British commander was killed on the rampart, and the Tory Capt. Bloomfield (from New Jersey) took his place. As he shouted, "Who commands this Fort?" Col. Ledyard gave him his sword, saying, "I did command, sir; but you do now." The infamous renegade ran Ledyard through with his own sword, whereupon a general massacre ensued, and 70 Americans were killed and 30 wounded after the surrender. In storming the Fort the British lost 191 men.

An excursion should be made to Groton heights, where are the remains of old Fort Griswold, near which is a business-like 20-gun battery, in admirable order, which protects the channel. Within stone's-throw of the fading ramparts of the old Fort is a **Monument** to the massacred militia, —a noble granite shaft, 134 ft. high, and 26 ft. square at the base, on which was inscribed, "Zebulon and Naphthali were a people that jeoparded their lives till death in the high places of the Lord." A marble tablet at the base contains the names of the slain, which will be seen to run in families; out of 84 names, 9 are Averys, 6 Perkinses, 4 Allyns, 4 Lesters, &c. The ascent of the inside of the monument should be made (key, 10 c. at small house close to the monument). From the top a * view is gained which is "charming for the student of nature and yet more charming for the student of the romance of American history." — Lossing. To the W. is New London, with its spires and terraced streets, its shipping, Fort Trumbull's massive walls, and up the river the widenings of the Thames where the U. S. has prepared a Navy Yard. On the E. are the stony hills of Groton, with Fort Hill 4 M. away; and on the S. the mouth of the Thames with its lighthouses, hotels, and summer-cottages. The long, irregular line of Fisher's Island (9 M. long), belonging to New York and occupied by three farms, is in the S. E. over which the ocean is seen, and, if the day is clear, Block Island may be made out with a strong glass. Many leagues to the S. E. over the W. end of Fisher's Island, may be seen the white cliffs of Montauk Point.

A steam-ferry (3 c.) leaves the foot of State St. every 15 min. for Gro-

ton. ¼ M. E. of the old Fort, Col. Ledyard is buried under a monument erected by the State.

New London is built on a declivity, which is ascended by State St. from the R. R. Station to the County Court House, passing on the r. the brown-stone City Hall and Post Office, and a fine Cong. Church of granite with a spire of the same material. Near the Court House is St. James' Episcopal Church, a large brown-stone edifice in whose chancel is buried Samuel Seabury, the first Anglican bishop in the Republic. The English bishops (in 1784) would not consecrate him, but the office was performed by 3 bishops of the Scottish Episcopal Church, after which he preached at New London for 12 years. On Broad St. in a lofty situation is a massive and extensive Cong. Church, near which is an ancient cemetery which overlooks the harbor. The lofty towered new school-house on the hill, and the spacious Catholic Church on Huntington St. are fine buildings. 1 M. N. is Cedar Grove Cemetery. Bank St. is the main business avenue of the city. Fort Trumbull is a massive and powerful granite fortress with a heavy armament, but built too near the city to keep it unscathed. The high points of land in the city command beautiful water and landscape views, including the estuary of the Thames, the Sound, and the adjacent hilly country. The costly granite wharf of the N. L. N. R. R. is said to be the finest in the country; and the harbor is always free from ice. New London is famous for its noble elms, antique mansions, and picturesque hill-streets. There are fine villas on the Harbor road, and at *Goshen*, a patrician summer-colony, 1½ M. from the Pequot House, amid admirable English scenery. **Ocean Beach**, a public park, is near the lighthouse. Daily stages, 14 M. to Salem, over a picturesque road. The State military camp is at *Niantic*.

The Harbor road leads by Fort Trumbull, and through a line of cottages, in 3–4 M. to the mouth of the Thames, near which is the * *Pequot House*, a costly and exclusive aristocratic resort, which accommodates about 300 guests ($4 a day), with cottages and pleasant drives, and beautiful views over the Sound. Steamboats run frequently to the city. Across the Thames is the sumptuous new *Fort-Griswold House*.

Steamers leave New London several times daily in summer for the Pequot House, Ocean Beach, and Fort-Griswold House (10 c.). Also, for Lyle's Beach, on Fisher's Island, 15 c.; Watch Hill; Mystic; Westerly, 40 c.; Stonington; Norwich (25 c.), etc. Daily to Block Island (and return, $1.25). At 4 P. M., Tues., Thurs., and Sat., for Shelter Island, Greenport, Sag Harbor and Manhanset. On Mon., Wed., and Fri., at 10.30 A. M., for Niantic, Saybrook, Lyme, Middletown, and Hartford. Steamers leave for New York at 10.15 P. M. daily.

The New London Northern Railroad to Vermont (see page 96).

Beyond New London, the Shore Line reaches the beautiful Niantic Bay. *Waterford* has the Oswegatchie and Pleasure-Beach Houses; *Niantic*, the Howard House; and *Crescent Beach* (Niantic P. O.), the Ninigret, Maxim, and White-Beach Houses. Good fishing and boating abound hereabouts. This territory, from the Thames to the Connecticut, was held by the Niantic Indians, who under their sachem, Ninigret (uncle of Mian-

tonomoh) conquered the Long Island Indians. The colonies declared war against Ninigret twice, on absurd pretexts, but he escaped without fighting, though his territories were ravaged, and in King Philip's War he kept his people from attacking the English. **Lyme** is a venerable old hamlet, buried in foliage, about 1 M. inland from the station. The main street is 1½ M. long, lined with old trees and historic mansions, with two churches and an academy; and *Black Hall*, the mansion of the patrician Griswolds, is 3 M. distant. N. of Old Lyme is a picturesque hill-country, in which is **Roger's Lake**, 2 M. long, with ancient homesteads on the adjacent heights. Lyme was first settled in 1664; and Chief Justice Waite was born here, in 1816. Beyond Lyme the train crosses the Connecticut River on a long bridge, and stops at Saybrook, whence trains on the Conn. Valley R. R. run S. to Saybrook Point and the shore.

On Saybrook Point a fort was built by Plymouth in 1635, and well armed, several of the cannon remaining here in 1800. In 1636 Col. Fenwick came here to rule the plantation, which was named in honor of Lord Say and Sele, and Lord Brook. In 1637 the Pequots ambushed and destroyed a detachment near the fort, and attempted to carry the works by assault, but were received with such discharges of grapeshot that they gave it up, and, capturing several vessels above the Point, put their crews to death with horrible tortures. Lady Fenwick died in 1648, and her husband sold the territory to Conn., returned to England, and was one of the regicide judges. The fort effectually prevented Dutch vessels from ascending to reinforce Hartford, and in 1675 forced Andros's fleet to lie outside of the river. Springfield vessels refused to pay the toll demanded at the Fort, and appealed to Mass., which put a toll on all Conn. vessels entering Boston Harbor, and soon enforced a colonial reciprocity. In 1701 Yale College was chartered and located at Saybrook, and remained there 1707–17, where it held its first 15 commencements. It then occupied a one-story building 80 ft. long on the peninsula near the Fort. The celebrated Saybrook Platform was drawn up here in 1708, because "the churches must have a public profession of faith agreeable to which the instruction of the college shall be conducted." On Good Friday, 1814, 400 British sailors, in the boats of the "La Hogue," 74, took the Fort and ascended the river 20 M. destroying 27 vessels. The commander of this raid was Sir William E. Parry, afterwards famous for his Arctic voyages. "The steep, solitary hill near the river," on which still stood the remains of the Fort, was cut away by the railroad in 1871–2, to make embankments with.

In the cemetery at Saybrook Point is the transplanted monument of Lady Fenwick, and 1½–2 M. beyond is the quiet, elm-shaded, and wealthy village of Old Saybrook.

The railroad now runs across a wide cove, and stops at * *Fenwick Hall*, an elegant hotel, accommodating 300 guests ($ 3 a day; $ 15–25 a week).

A stony strand leads to Lynde's Point on the E. at the mouth of the river, with its lighthouse. On the W., near Cornfield Point, is a small bathing-beach. Several fine cottages are near Fenwick Hall, from which the Long Island shore is seen. In seasons of long adverse winds, a fleet of 200 sail sometimes collects in the mouth of the river.

Steamers running between Hartford and the river villages and New York, New London, and Sag Harbor touch at Saybrook Point.

The Connecticut Valley R. R. runs from Saybrook Point to Hartford (Route 14).

After Saybrook, the Shore Line R. R. passes *Westbrook* (Westbrook Hotel) and *Clinton* (Bacon House), whence daily stages ran 6 M. N. W. to the pretty and secluded village of **Killingworth** (*Stevens House*), where Asahel Nettleton, the evangelist, was born in 1783. The Indian name of this place was Hammonasset, but the settlers changed it to Kenilworth, which was registered, by accident, Killingworth. The pastor of this parish was chosen first President of Yale College, but as he refused to go to Saybrook, the students were obliged to come to him, and so the college was practically here, 1701 – 7, though holding its commencements at Saybrook. Longfellow's poem, "The Birds of Killingworth," will be remembered here. Stations, *Madison* (Hammonasset House), *E. River*, and *Guilford*. Guilford (Guilford House) was settled by 4 immigrants from Kent and Surrey in 1639, on the Indian tract called Menuncatuck. They were led by their pastor, Henry Whitefield, "a man of marvellous majesty and sanctity." The regicides were hidden here for some time.

In 1781 3 frigates landed a force near the village, but the rapidly gathering militia drove them off. During the extermination of the Pequots, in 1637, the Mohegan Sachem Uncas pursued a Pequot chief to this point, and having shot him on the shore, put his head in the fork of an oak-tree, where it stayed many years, and the point is still called Sachem's Head (**Sachem's-Head and Linden-Point Houses**).

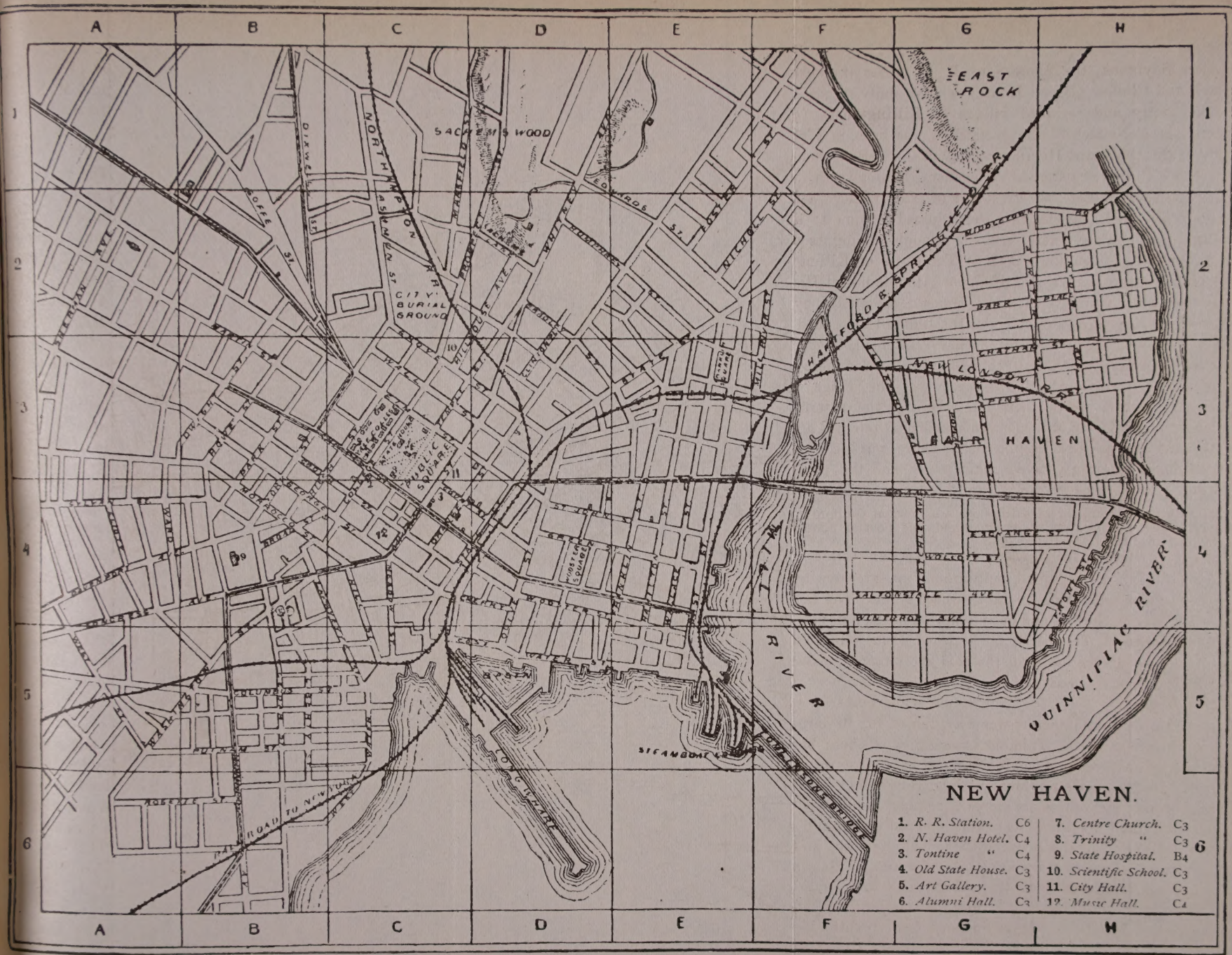
Fitz Green Halleck, the versatile poet, was born at Guilford in 1790, and in his later years retired here and lived on a handsome pension allowed him by the Astors, of New York. He died in 1867.

W. H. H. Murray, the popular orator, was born at Guilford in 1840.

The village is a pretty one, built around an extensive tree-studded and enclosed green, on which several churches front. The far-viewing Clapboard Hill is on the E.; and out in the Sound is Falconer Island, with a tall light-house. On the S. is *Guilford Point* (Guilford-Point House, etc.); and across the harbor is the bold and picturesque Sachem's Head.

Station, **Stony Creek** (*Three-Elm House; Brainerd House; Indian-Point House;* on Flying Point), a cottage summer-resort in a deep and picturesque bay, famed for its large oysters. The romantic group of the Thimble Islands lies off-shore here, and may be reached by boat, or by a small steamboat running down daily from Stony Creek. On Money Island (Money-Island House) and *Pot Island* (Pot-Island House) and others are scores of cottages; while around and between these rocky and wooded islets rowing and sailing are full of pleasant surprises. Money Island was one of Capt. Kidd's resorts, and it has been dug all over. At *Pine Orchard* are the Weybasset and Pine-Orchard Houses.

Station, **Branford**, a pretty village, on land sold by the Sachem of Quinnipiac to the English in 1638, he being glad to get an ally against the dreaded Mohawks. It was named from Brentford, where Edmund Ironside fought the Danes. The shore hereabouts is lined with sum-


A
B
C
D
E
F
G
H
1
2
3
4
5
6
EAST ROCK
SACHEM'S WOOD
NORTHAMPTON ST.
CITY BURIAL GROUND
PUBLIC SQUARE
HARTFORD & SPRINGFIELD R.R.
LONDON R.R.
FAIR HAVEN
QUINNIPIAC RIVER
NEW HAVEN.
1. R. R. Station. C6
2. N. Haven Hotel. C4
3. Tontine " C4
4. Old State House. C3
5. Art Gallery. C3
6. Alumni Hall. C3
7. Centre Church. C3
8. Trinity " C3
9. State Hospital. B4
10. Scientific School. C3
11. City Hall. C3
12. Music Hall. C4

mer hotels, — the Island-View, Totoket, etc. On Indian Neck are the Indian-Neck and Montowese Houses, 2 M. from Branford. At the head of "the rocky-shored and island-sprinkled bay of Branford" is the Branford-Point House ($10 to $15 a week), 8 M. from New Haven, and near the Double-Beach House (100 guests, $3–3.50 a day).

In 1665, the colonies of Hartford and New Haven were united by royal order. The people of Branford opposed this union, and when it was consummated the larger part of them moved, headed by their pastor, and bearing all their household goods, to Newark, N. J.

Station, *East Haven*, an ancient resort of the Indians (for oysters), and the seat of iron-works in 1655. The train passes Saltonstall Lake, crosses the Quinnipiac River, runs through *Fair Haven*, and enters

New Haven.

Hotels. *New-Haven House, corner College and Chapel Sts., opposite the College, $4 a day; Tontine Hotel, corner Church and Court Sts., a quiet old house fronting the Green; Tremont House, Orange and Court Streets; Elliott House, 637 Chapel Street.

Carriages. The regular tariff is 50 c. for one passenger for one course in the city, or for two passengers 35 c. each.

Street-Cars (headquarters at N W. corner of the Green) run to Fair Haven and E. Haven, to W. Chapel St., to Westville and W. Rock, to Centreville, to E. Rock, to the Union Depot, to the steamboat wharf, to W. Haven and Savin Rock, to Newhallville, Whitneyville, and Cedar Hill, and other pleasant rural suburbs.

Reading-Rooms. In the hotels, and at the Young Men's Institute, Phœnix Building, Chapel St. Also at the Young Men's Christian Association rooms, over the Palladium Building.

Amusements. Popular lectures, theatrical entertainments, concerts, &c., are given in the Hyperion Theatre, 1030 Chapel St., accommodating 2,300 persons; Bunnell's New Grand Opera House, 182 Crown St.; and Proctor's New-Haven Opera House, at 660 Chapel St.

Railroads. New Haven is the converging point of the Shore Line, to Providence and Boston; the Air Line, to Willimantic and Boston; the route to Hartford and Springfield; the old New-Haven and Northampton line; the route by Derby to the Berkshire Hills; and the splendid line to Bridgeport and New York.

Steamboats. Steamers leave for New York twice daily (morning and evening), making the voyage in 5 hours. Fare $1, dinner and state-rooms extra. Steamers run (in summer, 4 times daily) to the beaches at the mouth of the harbor; and twice daily to Branford Point and the Thimble Islands.

Stages to Branford, Double Beach, Short Beach, East Haven, East-Rock Park, Mount Carmel, N. Guilford, and N. Branford.

John Davenport (educated at Oxford), a prominent non-conformist clergyman of London, after the settlement of Plymouth and Boston, conceived the idea of founding another Puritan commonwealth in New England, perfectly distinct from them, and entirely independent of the mother country. In 1637, he left his native land, with a company composed chiefly of his parishioners, among whom was Theophilus Eaton, a distinguished merchant, who had long had commercial relations with the Baltic coast, and been ambassador of England to Denmark. The colony was the most opulent of any that had left England. After a year at Boston in exploring the coast, the company sailed for Quinnipiac in 1638. The place was soon after called New Haven. The native inhabitants were mild and gentle, and formed a tribe of two or three score, in constant fear of the warlike tribes to the east. The colony bought of the chiefs the present county of New Haven, for

twelve coats and some knives. They received manifold advantages in having the English as their neighbors and protectors; and they still retained all the land which they needed for planting; and their liberty to roam through the woods for hunting and fishing was restrained only by the obligation not to interfere with the English cornfields, pastures, and fisheries. After an impressive sermon by Davenport from the text, "Wisdom hath builded her house; she hath hewn out her seven pillars," a church was formed, of seven prominent men. These seven "pillars" were to add to their number all suitable persons. From these church members all civil officers were chosen. The colonists chose Theophilus Eaton to be their Governor, who continued to be elected yearly for nearly twenty years. They laid out a city, with broad streets and fine squares, with a central market-place, the present "Green." New Haven was soon considered the handsomest town in America. An early traveler wrote: "The houses of Boston cannot compare with those in New Haven." A trade was at once begun with Barbadoes and other ports, and trading-posts were established on the Delaware; but most of these ventures were unsuccessful. Their Delaware settlements were broken up by the Swedes. Then a great effort was made, and a ship with a very valuable cargo was despatched for England, under a Capt. Lamberton. This vessel was never heard from afterwards, save when, as the legend says, the spectre of the ship sailed into the harbor in the teeth of a head wind, and, when in full view of the anxious people, it slowly melted into thin air and vanished. These losses discouraged them, and Cromwell offered them new homes in Jamaica and Ireland. But they had become too much attached to the soil to leave. Soon after New Haven's foundation, rose Milford, Guilford, Branford, Stamford, and Southold on Long Island. These united with the Colony of New Haven. In 1643, New Haven formed a confederation with Plymouth, Massachusetts, and Hartford. New Haven was distinguished for its efforts in behalf of education. On the arrival of the planters, a school was established. They even brought an instructor in Latin. A college was a part of their plan, and a tract of land was set apart therefor. But Massachusetts pleaded that the country was not strong enough for two colleges, and the enterprise was postponed. Yearly contributions were made for Harvard, and many New-Haven young men were sent there. In 1660, a college was founded; but it never rose above the rank of a "Latin School," and, as the "Hopkins Grammar School," has continued to this day. In 1662, the Colony of Connecticut obtained from King Charles I. a charter which included all the territory of New Haven, and, very much against the will of the people, it was absorbed by Connecticut in 1665. The dissatisfaction was great; and, in 1700, it was arranged that the General Court should meet alternately in Hartford and New Haven. In 1874, after more than a century, during which New Haven had been the semi-capital, it was ordered by the legislature that Hartford should be the sole capital. In 1718, the first Yale-College building was completed. In 1755, the first newspaper was printed. In 1775, on the arrival of the news of the battle of Lexington, Benedict Arnold led to Cambridge the Governor's Guards. July 5, 1779, 2,000 Hessians and Tories landed at Savin Rock. In their march to the town, they were galled by the militia who hovered on their flank. The British succeeded in entering the town about noon; but, finding that the whole country was aroused, they returned to their ships before night, and sailed away. In 1724, the population was estimated at 1,000; at the first census, in 1787, it was 3,540; in 1890, it was 82,000.

New Haven, "The City of Elms" and the seat of Yale College, is built on a flat alluvial plain, at the head of a bay which sets in from Long-Island Sound. It is a handsome city, of modern appearance, rich in stately elm-trees, and surrounded by picturesque hills. The city produces $30,000,000 worth of goods yearly. Fifty carriage-factories employ 2,000 men; eight corset-factories, 4,000 operatives; the builders' hardware works of Sargent & Co. and others have over 2,000 hands; the Candee Rubber Works, 2,000.

Here are made the Winchester rifles, Marlin fire-arms, North harnesses, Shoninger organs, Humiston foods, New Haven clocks, Hendryx bird-cages, etc. This third city of New England has 70 churches, 6 daily papers, 7 National banks, and 3 savings banks.

In the crypt of the Center Church are the graves of Gov. Theophilus Eaton and of an early ancestor of President Hayes. In the cemetery on Grove St. lie James Hillhouse, U. S. Senator, 1794–1810; James A. Hillhouse, the poet; Roger Sherman, from 1774 to 1793 in the Continental Congress, and a signer of the Declaration of Independence, of whom Jefferson declared, he "never said a foolish thing in his life;" David Humphreys, the aid-de-camp and friend of Washington, and minister to Portugal and Spain; Jedediah Morse, "the father of American geography;" Noah Webster, author and publicist, whose "Elementary Spelling-Book" had a sale of 50,000,000 copies, and who prepared (1807–1828) a Dictionary, which has since been a standard; Eli Whitney, the inventor of the cotton-gin; Charles Goodyear, the inventor of vulcanized rubber; Joseph E. Sheffield, founder of the Sheffield School; the presidents of Yale, — Clap, Stiles, Dwight, Day, Woolsey, and Noah Porter; Yale professors, Benjamin Silliman (1802–1855), the father of American science; James L. Kingsley (1805–1852), professor of Hebrew, Greek, and Latin; Denison Olmsted (1825–1829), professor of natural philosophy and astronomy; Chauncey A. Goodrich, lexicographer and professor of rhetoric; James Hadley, professor of Greek; distinguished divines, such as Nathaniel W. Taylor and Lyman Beecher; Judge Daggett, U.-S. Senator from 1813–1819; Roger S. Baldwin, Gov. of Conn. (1844–1846), and U.-S. Senator (1847–1851), Pelatiah Perit, president of the New-York Chamber of Commerce for ten years; Jehudi Ashmun, agent, fortifier, and defender of Liberia; Arthur Tappan, the philanthropist; Theodore Winthrop, author of "Cecil Dreeme," killed at Great Bethel; Admiral Andrew H. Foote; Admiral Francis H. Gregory; and Gen. Alfred H. Terry, the hero of Fort Fisher; Harry Crosswell, D. D., dashing political editor, 1802–14, and rector of Trinity Church, New Haven, 1815–58; S. F. B Morse (born 1791, died 1872), who, in 1844, put in operation the first electric telegraph in the U. S., who was covered with honors by European sovereigns and societies, and in 1857, was presented with 400,000 francs by a continental assembly at Paris; Elbridge Gerry, Vice-President of the U. S., 1812–16; R. S. Skinner, Gov. of Conn., 1844–46, and U. S. Senator, 1847–51; David Daggett, sometime Chief Justice, and U. S. Senator, 1813–19; S. W. S. Dutton, D. D., and Gov. Henry Dutton; Prof. Murdock and Sidney E. Morse; Jonathan Knight, professor of Surgery at Yale, 1838–64. Evergreen Cemetery has a large extent of ground. St. Bernard (Roman Catholic) Cemetery is on Columbus St. St. Lawrence lies beyond the Yale Field; and there are two or three Hebrew cemeteries on Whalley Avenue

Among the broad streets lined with noble elms which extend on the N. and W. of the Green, the most famous is Temple Street. Hillhouse Avenue is a broad and park-like drive, flanked by fine mansions, at the head of which is the mansion and domain, "Sachem's Wood," belonging to Miss Hillhouse. The chief interest of New Haven centres in and about the Public Green. Here, on Church St., is the **City Hall**, one of the most elegant municipal buildings in New England, and the Free Public Library. The **Green** itself is a great lawn, surrounded with fine elms, and often used for parades. The North, Centre, and Trinity churches stand in line near the middle of the Green (the first two are Congregational, and the last is Episcopal), and preserve a curiously ancient appearance. Back of the Centre Church is the monument to the regicide, John Dixwell, a mem-

ber of a prominent Kentish family, a colonel in the Parliamentary army, and a member of the British State Council, who fled to New Haven after the Restoration. College St., with a glorious Gothic arch of elm-trees, separates the Green from the grounds of

Yale University.

In 1700, several clergymen formed a society to found a college in Connecticut. That they might do something which would make their proceedings formal and legal, it was arranged that they should meet in Branford, carrying there such books as they could spare. These they presented to the society, saying: "I give these books for founding a college in Connecticut." They then took measures for procuring a charter from the colonial legislature, which they succeeded in procuring in 1701. The institution, thus happily begun, was located provisionally in Saybrook. The charter was obtained in 1701, and the college began work at Saybrook. Its commencements were held there until 1716, though from 1701 to 1707 its classes received their instruction in Kenilworth. In 1716, a removal was made to New Haven. In 1718, the first college building was completed and named in honor of Elihu Yale, Gov. of Madras, and afterwards Gov. of the East India Company, who gave what may have been then valued at near $10,000. Yale has been distinguished for the fact that for a century its graduates have been scattered in every State. To-day, forty-two States are represented, besides almost every civilized nation in the world. In the Revolutionary army, and in the army of the U. S. during the Civil War, Yale had more graduates enrolled than any other educational institution except West Point. John C. Calhoun said that he had seen the time when the graduates of Yale, together with the native-born citizens of Connecticut, lacked only a few of making a majority of both houses of Congress. Yale has the reputation of having been, from early colonial times, "the mother of colleges." Princeton received thence its first three presidents; and Yale furnished the first presidents to Columbia, Dartmouth, Williams, Amherst, Beloit, and Hamilton. From Yale, Cornell received Andrew D. White; Johns Hopkins received Daniel C. Gilman; and Chicago University received William D. Harper. Other Yalensians were Justices Henry B. Brown, David J. Brewer, and George Shiras, Chauncey M. Depew, Wm. C. Whitney, Wm. M. Evarts, Edward J. Phelps, James D. Dana, Othniel C. Marsh, Donald G. Mitchell, Edmund C. Stedman, George P. Fisher, and Prof. William D. Whitney. In 1872, the corporation adopted a resolution that, whereas the college, by the establishment of the various departments of theology, law, medicine, and philosophy, had long attained to the form of a university, it should be so recognized. In 1887, it became such legally.

The Yale grounds cover nine acres, near the centre of New Haven, and the University's property is valued at $6,000,000. The quadrangle contains statues of Abraham Pierson, the first rector of the college, and Professor Silliman, one of its most illustrious scientists. (The janitor of the University will guide visitors about the grounds.)

The line of college buildings fronting on College Street includes *Osborn Hall*, a beautiful granite building, for recitations, at the corner of Chapel Street; *Welch Hall*, a brownstone building, erected in 1891-2; *Lawrence Hall*, a dormitory, built in 1885-6; *Farnam Hall*, built in 1869-70; and *Battell Chapel*, a cruciform sandstone building, with an ornamental rounded apse and two towers. Back of this line is a line of the ancient buildings, used mainly as dormitories, — *South College*, built in 1793-4, and the *Athenæum*, back of Osborn Hall; *South Middle College*, built in 1751

with money raised by a lottery and from a French prize-ship captured by a Connecticut frigate, and then named Connecticut Hall; the *Lyceum; North Middle College*, built in 1803; the *Old Chapel*, built in 1824; and *North College*, built in 1822. *White Hall* and *Vanderbilt Hall*, the largest and finest of the dormitories, were built in 1893. Another dormitory on High Street is in process of erection.

Durfee Hall is a handsome sandstone building, dating from 1870–71, and looking across Elm Street to the Divinity School. The High-Street side of the quadrangle is occupied by *Alumni Hall*, a turretted red-sandstone building devoted to the annual examinations and the Commencement meetings of the graduates, and containing Huntington's portrait of George Peabody, Smybert's of Bishop Berkeley, and other interesting paintings. Next comes *Dwight Hall*, a beautiful modern structure for the college Y. M. C. A. library and hall, and prayer-meetings. *The Library* is a noble building, erected by the Hon. S. B. Chittenden (of Brooklyn), with a great reading room adorned with Tiffany stained glass, 500 periodicals, and 160,000 books (besides 32,000 in the Linonian and Brothers-in-Unity libraries). It is connected with the old Library, of Portland sandstone, in Gothic architecture; and in front stands the venerable *Treasury* building and president's office. Next to the Library comes the *Art School*, erected in 1866, of sandstone. It has 240 students. The art-collections may be inspected from 1 to 5 in winter, and from 9 to 6 in summer.

In the Art School building are the 54 Trumbull paintings, mainly representing famous events of the American Revolution. There are, besides, many portraits of the distinguished men of that period. The north gallery is devoted to the Jarves collection, with 122 paintings, illustrating the Italian schools from the 11th to the 17th centuries. There are also 100 paintings of the Ehrich Gallery of Dutch and Flemish art; many original sketches by old masters; 50 paintings by contemporary artists; 150 casts from Greek and Renaissance sculptures; the Wells-Williams Chinese porcelains and bronzes; the Alden collection of 16th century Belgian wood-carvings; and a great number of Braun autotypes. Among the many casts may be mentioned: 7–28, Panathenaic procession, from the outer frieze of the cella of the Parthenon; 29–33, Combat of the Greeks and Amazons, from the frieze of the Mausoleum at Caria. In the corridor are works of the same class: 1, cast from Eleusis; 3, 4, 11, Metopes of the Theseum; 12, 13, Combat with Centaurs. In the third room is the famous Jarves collection of early Italian pictures (fine catalogue and "Manual of the Study of Early Christian Art," for sale by the janitor). The pictures from 1 to 10 are Byzantine Italian: 1, an altar-piece, the Crucifixion, Deposition, and Entombment; 2, the Nativity; 3, a triptych, Madonna and Child and Saints; 4, 19 small pictures from the history of Christ, in a triptych; 5, *a large altar-piece, Christ and the Madonna, with Angels; 6, St. George killing the Dragon; 7, an altar-piece in 5 sections, Christ in Hades, &c; 8, The Annunciation; 9, Miraculous Appearance of SS. Mercurius and Catherine (13th century); 10, Madonna and Child; 11, Crucifixion, *Giunta da Pisa;* 12, altar-piece in 7 sections, *Margaritone da Arezzo;* 13, Madonna and Child, *Cimabue;* 14, Crucifixion, and Madonna and Child, *Duccio da Siena;* 17, *Entombment, *Giotto;* 18, Crucifixion, *Giotto;* 19, Annunciation, *Cavalini;* 20, Vision of S. Dominic, attributed to *Taddeo Gaddi;* 21, SS. James, Julian, and the Archangel Michael; 22, the Madonna and Child, &c.; 23, SS. Augustine and Lucia, *Orcagna;* 24, SS. Dominic and Agnes, *Orcagna;* 25, S. John the Baptist, *Orcagna;* 26, *S. Peter, *Orcagna;* 27, The Trinity and Adoring Saints, *Capana;* 28, St. Francis receiving the Stigmata, *Agnolo Gaddi;* 29, The Agony in the Garden; 30, Legend of S. Giovanni Gualberto, *Casentino;* 31, Madonna and Child, &c., *Giottino;* 32, The Adoration of the Shepherds, *Giottino;* 33, Crucifixion, *Aretino;* 34, Vision of Constantine, and Fall of Satan, *Aretino;* 35, The Assumption of the Virgin; 36,

SS. Cosmo and Damian, *Bicci;* 37, the Deposition from the Cross, *Veneziano;* 38, The * Triumph of Love (on wood), *Gentile da Fabriano;* 39, Madonna and Child, *Gentile da Fabriano;* 40, SS. Zenobio, Francis of Assisi, Anthony of Padua, *Fra Angelico da Fiesole;* 41, The Madonna adoring the Infant Saviour, *Panicale;* 42, Infancy of S. John the Baptist, *Masaccio;* 43, 44, Scenes from the Æneid, painted on wood, *Uccelli;* 45, Tournament at Florence, *Dello Delli;* 46, St. Martin and the Beggar, *Dello Delli;* 47, St. Jerome in Penance, *Castagno;* 48, The Temptation of S. Anthony, *Sassetta;* 49, Adoration of the Magi, and 50, Coronation of the Virgin, *Sano di Pietro;* 51, S. Catherine of Siena pleading the Cause of the Florentines before Gregory VII., *Giovanni di Paolo;* 52, Martyrdom of a Bishop; 53, St. Anthony tormented by Demons; 54, Hermits exorcising Demons; 55, Nativity, *Squarcione;* 56, Crucifixion, *Mantegna;* 57, Madonna and Child, *Matteo da Siena;* 60, Penitence of S. Jerome, *Fra Filippo Lippi;* 61, Madonna, *Diamante;* 63, Annunciation, *Gozzoli;* * 67, Adoration of the Magi, *Luca Signorelli;* 68, The Princess Vitelli, *Francia;* 70, The Baptism of Christ, *Perugino;* 73, Portrait of a Lady, *Ghirlandajo;* 74, Madonna and Child, *Botticelli;* 75, S. Peter, *Giovanni Bellini;* 77, The Circumcision of Christ, and, 78, Portraits of noble Venetians, *Giorgione;* 80, St. Sebastian, and 81, The Dead Christ, *Filippino Lippi;* 82, Diana and Actæon, and 83, the Three Archangels, *Piero di Cosimo;* 84, Crucifixion, *Lorenzo di Credi;* 86, The Dead Christ held by the Virgin, *Fra Bartolomeo;* 89, The Madonna supporting the Dead Christ, *Raphael* (his earliest known work); 90, Madonna, *Lo Spagno;* 92, Madonna and Child, *Andrea del Sarto* (badly injured); 94, Christ bearing the Cross, *Sodoma;* 95, Madonna and Saints, *Sodoma;* 97, Madonna and Saints, *Ghirlandajo;* 99, Martyrdom of the Theban Legion, and, 100, Portrait of Cosmo dei Medici, *Pontormo;* 104, Portrait of the Princess Vittoria Colonna, *Sebastiano del Piombo;* 106, The Death of Lucretia, *Vasari;* 107, Portrait of Bianca Capello, *Bordone;* 109, The Crucifixion, *Paolo Veronese;* 110, Christ in Glory, with SS. Peter and Paul, *attributed to Veronese;* 111, Venal Love, *Agostino Caracci;* 112, Joseph and the Infant Jesus, *Guido Reni;* 113, Venus, Minerva, and Juno disarming Cupid, *Guido Reni;* 114, Artemisia, Queen of Caria, *Domenichino;* 115, * Madonna holding the Crown of Thorns, *unknown;* 116, Spanish Noble, *Velasquez;* 117, Head of the Dead Christ, *Albert Dürer;* 118, Portrait of the Emperor Charles V., *Holbein;* 119, The Procession to Calvary, *Breughel.*

The Sheffield Scientific School was founded in 1847, and endowed in 1860 by Mr. J. E. Sheffield, who gave upwards of $ 500,000 to it during his life, and a still larger sum at his death. It has costly buildings, at the head of College St., with 17 professors, 10 lecturers, and 500 students. *Sheffield Hall* contains the chemical laboratory and the library; *North Sheffield Hall* has lecture and recitation rooms; *Winchester Hall* is devoted to mechanical and electrical engineering; and the *Biological Laboratory* faces on Hillhouse Avenue, and is devoted to comparative anatomy, bacteriology, and physiological chemistry.

The Divinity School (Congregational) was founded in 1822, and has 6 professors, several lecturers, and 110 students. The E. and W. Divinity Halls are on Elm St., opposite Durfee Hall, and are of brick, five stories high, with class-rooms on the lower floors. The pretty little *Marquand Chapel* is attached to E. Divinity Hall. The Lowell-Mason Musical Library is attached to this institution. The Trowbridge Reference Library is in a building by itself. Courses of lectures are delivered before the students every year, on the Lyman-Beecher foundation. The lecturers include some of the foremost divines of America. The **Law School** was founded in 1824, and has 6 professors, 10 lecturers, and 170 students. It occupies the third floor of the Court House. The **Medical School** was founded in

1810, and has 25 instructors and 320 students. Its lecture-halls, museum, and dissecting-room are on York St. near Chapel St.

The Peabody Museum of Natural History (built in 1866) is opposite Alumni Hall, at the corner of Elm and High streets, and was richly endowed by George Peabody. But one wing has been completed of what is to be an immense and imposing Gothic building. The college collections include one of the best mineralogical cabinets in the world, begun by Silliman, and containing the Perkins, Gibbs, Razamousky, and Count de Bournon collections. The proceeds of the Yale explorations in the West, in American archæology and ethnology, zoölogy, and other rich cabinets of curiosities are arranged here. The Museum building is constructed of brick and stone, in the most substantial manner, and its halls are adorned with stained-glass windows.

The Observatory is on Prospect St., 1 M. from the Campus. It has a heliometer, an equatorial, a variety of other astronomical instruments, and a library of 5,000 volumes. There is also an observatory on the Athenæum, and one on Sheffield Hall.

The Yale Field, 1¼ M. from the University, contains 3 base-ball diamonds, three foot-ball fields, and a quarter-mile running track, with accommodations for cricket, tennis, and every other variety of field sport. The **Club House** contains lockers, and ample arrangements for bathing.

The Yale Boat House (1875) is near the harbor, at the crossing of Mill River by the Chapel-St. bridge. It is provided with proper lockers and abundant arrangements for bathing. It has a steam launch, and all the requirements for coaching and rowing practice.

The new *Gymnasium* (1892), on Elm Street, is one of the finest of the University buildings. The Sloane Physical Laboratory and the Kent Chemical Laboratory are on Library Street, near the Library. The Scroll-and-Key Society has a beautiful building of black and white stone, at the corner of College and Wall sts.; the Delta Kappa Epsilon has a mysterious-looking structure on York St., near Library St.; the Psi Upsilon is on High St., near College St.; the Skull-and-Bones Society has a windowless edifice, like a mausoleum, on High Street; and the Cloister is a handsome building on Hillhouse Ave.

Yale College now contains 208 instructors, and about 2200 students, of whom the academic department has 66 instructors and 1100 students. The Annual Commencement (last Wednesday in June) is a great day in New Haven, the exercises being conducted mainly in the Centre Church and Alumni Hall. The president is Timothy Dwight, a descendant in the seventh generation of James Pierpont, who has been styled the founder of the college. He is the grandson of Timothy Dwight (president from 1795 to 1817), and the descendant of Jonathan Edwards, and a near relative of Theodore D. Woolsey (president from 1846 to 1871).

Among the students at Yale have been Jeremiah Mason, James Kent, T. S. Grimké, John C. Calhoun, Manasseh Cutler, Benjamin Silliman, Eli Whitney, S. F. B. Morse, Joel Barlow, Noah Webster, J. E. Worcester, Jonathan Edwards,

Nathaniel Emmons, Timothy Dwight, Samuel Hopkins, Nathaniel W. Taylor, Theodore D. Woolsey, Horace Bushnell, Joseph P. Thompson, John Pierpont, J. Fenimore Cooper, James G. Percival, Nathaniel P. Willis, Alexander H. Stevens, Morrison R. Waite, Edwards Pierrepont, Nathan Hale (the martyr spy), Theodore Winthrop, and Gen. Alfred H. Terry.

The Church of the Redeemer (Cong.) is a rambling Gothic building at the corner of Wall and Orange Sts., diagonally opposite the great structure occupied by the High School. *St. Mary's Church* is a large Catholic temple, on Hillhouse Ave. At the corner of Chapel and Olive Sts. is the two-towered Episcopal Church of St. Paul. The New-Haven Colony Historical Society has a building at the foot of Hillhouse Ave. The old railroad station is now used as a market. The environs of the city are rapidly enlarging, and are being laid out in broad avenues lined with villas. The horse-cars out W.-Chapel St. give a good view of this section. The city has recently been gaining rapidly in commercial importance by the slow withdrawal of shipping from New York to more convenient and less expensive ports. Manufacturing industries have also increased in an extraordinary manner, and the future prospects of New Haven are very flattering. *Whitneyville* is 2 M. from the city (electric cars every 15 min.), and was founded by Eli Whitney, inventor of the cotton-gin. The route affords fine views of East Rock.

The **Union Depot** at New Haven cost $250,000, and is a large brick building (with restaurant, etc.) erected on made land fronting on the harbor, with Long-Wharf lighthouse on the l., and City Point on the r., and the East-Haven shore across the harbor. The water-supply of New Haven is excellent. There are reservoirs at Whitneyville, Prospect St., Lake Saltonstall, Lake Wintergreen, Maltby Park, the Dawson Reservoir at Woodbury, and one in Bethany in process of construction. At the mouth of the harbor there is an extensive breakwater. The Government adds to it every year. On the breakwater is the lighthouse. The old lighthouse (not used) remains a picturesque object on the E. shore of the harbor.

There are pleasant drives to the beaches at Branford and Guilford, and down the E. side of the harbor by Fort Hale and Fort Wooster. 4 M. down the harbor is the *Morris-Cove House* ($12 to $15 a week), whence small steamboats run to the city in summer. The suburb of Fair Haven is famous for its large and delicious oysters.

Savin Rock, 4 M. S. W. of New Haven (electric cars from the *Green* every 15 minutes), is a favorite resort. The road passes through West Haven, a quiet old village, with a tall church on an elm-shaded green. Savin Rock is a bluff promontory, pushing its low rocky front against the waves, and stands at the end of a long sandy beach, which has a very light surf. A pretty view of the Sound is gained from the top of the bluff. The Sea-View House can accommodate 150 guests.

East-Rock Park covers 325 acres, including East Rock, Indian Head, Snake Rock, and Whitney Peak. These rocks are bold and lofty masses of trap rock on the plain near the city, which geologists think were driven

up through the underlying red sandstone by some great throe of the central forces. They, with West Rock, which is of the same formation, are the southernmost of the prominent basaltic ridges which extend northward to Mt. Tom and Mt. Holyoke in Massachusetts. The Farnam and English carriage-roads lead to the summit (over 350 feet in height). Here is a lofty monument, with *alto relievos* of battle scenes, erected to the memory of the local soldiers who died in the Secession War. There are other carriage-roads, and many foot-paths, from which views are afforded of the broad valleys and bright waters of Mill and Quinnipiac Rivers, the rural districts of N. Haven and Hamden, the high hills towards Mt. Carmel, the frowning cliffs of West Rock, the city of New Haven, its harbor, and a broad sweep of Long-Island Sound. Electric cars run to the entrance to the Whitneyville foot-path, and also to Bishop Gate, on State St., from the corner of Chapel and Church Sts. There is also a stage that leaves the same place every morning and afternoon for the tour of the Park.

West-Rock Park, of 300 acres, is reached by electric cars from Chapel St. to Westville, whence a twenty minutes' walk, by an easy path, leads to *Judges' Cave*, a small cleft in a group of boulders, where, according to the tradition, the regicides Whalley and Goffe were hidden in 1661. The view is quite different from that obtained from East Rock. The Quinnipiac Valley is hidden, and the Woodbridge Hills come in sight; the northern mountains are differently grouped, and the western towns are unfolded to view. There are many walks, among which that which leads from Judges' Cave to the front ledge affords the finest view. The height here is over 400 feet. A carriage-road leads to Judges' Cave. *Wintergreen Falls* are not far from Judges' Cave. Above is a dam of rock and earth which forms a lake of 75 acres, used in the water-supply of the city.

Fort-Hale Park (40 acres) includes the fort, which was reconstructed as an earthwork in 1864–5, but is now dismantled. The Park extends to the south, and is connected by foot-paths with the bluffs which overlook the harbor. (Electric cars connect with the Chapel-St. cars.)

Fort-Wooster Park contains 15 acres. The electric cars to Fort-Hale Park and Morris Cove pass near. Two carriage-roads lead to the summit of a lofty hill, where are the ruins of an old fort which was built in 1814. This summit commands a panoramic view of the harbor and the surrounding country. 200 yards N. of the ruins was the place which was used as a cemetery by the Quinnipiac Indians. The hill was called *Beacon Hill.*

Chapel-Street Park (15 acres) is near the Yale Boat-House, at the junction of Mill and Quinnipiac Rivers. *Edgewood Park* (125 acres) lies on both sides of the West River, from Whalley Avenue to Chapel St. It takes in a wide stretch of meadow and wooded upland. The public parks of New Haven (over 1000 acres in all) supply more than an acre to each 100 inhabitants, — the largest proportion of any city in the United States.

Maltby Park (100 acres) has carriage-roads, and several lakes which form part of the city water-supply. It is private.

On the Townsend property, which embraces all of the ridge W. of Lake Saltonstall, there is a carriage-road of over 5 M. through the woods. A steamboat, in summer, makes two trips a day to the grove at the end of the lake. The dock is at the S. end. There is a private trotting-park on Whalley Avenue, accessible by electric cars from Chapel St.

New Haven to New York.

On leaving the railroad station near the bay, at New Haven, the Shore-Line train passes on to the New York division of the N. Y., N. H., & H. Railroad, on which the cars of the Springfield route run, and which is also used by the N. Y. & N. E. route. The first station is *West Haven.*

Woodmont (*Pembroke House; Bonsilene*) is a modern shore-resort, with nearly 150 summer-cottages, mainly of Connecticut families. There is still-water bathing in Long-Island Sound, with boating, fishing, and riding. Next comes **Milford** (*Milford Hotel*), a pretty village, with wide streets lined with arching elms, and with an enclosed green ½ M. long, and an interesting memorial bridge (visible from the train).

The aborigines of Wapowage having been crowded off, this district was settled and named, in 1639, by a company from Milford, in England. The occupation seems to have been in accordance with a series of resolutions at an early meeting of the Milford church. "Voted, That the earth is the Lord's, and the fulness thereof. Voted, That the earth is given to the saints. Voted, That we are the saints." The settlement being menaced in the Indo-Dutch War of 1643–6, it was surrounded by a wall and palisade 1 M. around; and the dreaded Mohawks having been repulsed by Connecticut Indians near Milford, the saints possessed the earth in peace. On New Year's Day, 1777, 200 American soldiers, captives from the prison-ships at New York, were cast ashore here from British cartel-ships, and despite the truly saintly ministrations of the Milfordites, 46 of them died in one month. They were buried in the old cemetery (near the station), and a monument 30 ft. high raised over them, which states the facts, and the names of the victims, and asks, "Who shall say that Republics are ungrateful?"

St. Peter's (Episcopal) Church is a venerable and ivy-clad stone edifice on the green and terraced banks of the tranquil Wepowaug. Two large white churches (of wood) stand on the hill beyond. A large amount of straw-goods is made in the village. Charles Island is in the Sound near Milford, and is the headquarters of the American Steam Yacht Club.

Soon after leaving Milford, the line crosses the broad Housatonic River, and stops at *Stratford*, a quiet village with neither hotel nor factory, and rich in two or three elm-lined tranquil streets, where one can stroll on dreamy autumn afternoons and feel as if in a second era of the Truce of God. Such streets are found only in these old towns on Long Island Sound. Stratford was settled by Massachusetts men, in 1639, and its pastor was Adam Blackman, whom Cotton Mather (who is fond of playing upon words) calls "a Nazarite purer than snow, and whiter than milk." The society which he organized now meets in a new Swiss Gothic church near the station. Dr. Samuel Johnson, first President of King's (Columbia) College, and "Father of Episcopalianism in Connecticut," is buried near the venerable Christ Church (founded 1723).

The next station is **Bridgeport.**

Bridgeport. — Atlantic Hotel, opposite station, $3 a day. *Carriages*, 50c. for each person, or $1.00 for 3 persons. *Post Office* on State, near Main St. *Opera House* on Fairfield Ave. *Library*, corner Main and John, with 20,000 volumes; magazines and papers in the reading-room. *Street-cars* run all over the city.

This district was owned by the Paugusset Indians, and was occupied soon after Mason's victory in 1637, when he pursued the Pequots in this direction. The innocent Paugussets (with their hundred wigwams) were soon crowded on to a reservation of 80 acres at Golden Hill (so named from its glittering mica), and the poor half-dozen who remained in 1765 sold out and left. From the contiguous towns of Stratford and Fairfield a new parish was formed, called Stratfield, and from this Bridgeport was afterwards organized. Charles Chauncey, the famous Puritan Father, was pastor here for 20 years, and while he looked after the adults the church "Voted that Nathaniel Wackle should be the man to look after y^e^ boyes a Sabbath dayes in time of exercise that they play not." In 1715, Pastor Cooke of New Haven accepted a call here on a salary of "200 *l.* a year, or provisions at the following rates, viz: Indian at 2 *s.*, ry at 2 *s.* 8 *d.*, wheat at 4 *s.* per bush., porck at 20 *s.* per cwt., and firewood for the yous of the family." People were seated in the church "by dignity, Adge, and a state." In 1707, an Episcopalian missionary was sent here from England, who, by 1748, had organized a church (the present St. John's Society.

Bridgeport has 50,000 inhabitants, with 31 churches, 5 newspapers, 9 banks, 3 academies, an opera-house, and the county buildings. It is famous for its great factories, among which are the sewing-machine works of Wheeler & Wilson (1,200 hands), Elias Howe Jr. Machine (1,200 hands), and the J. B. Secor Co.; the Sharps' Rifle Co., the Ornamental Wood Co. (pressed goods), the Frary cutlery factory, the Tomlinson Spring and Axle Co., the Union Metallic Cartridge Co. (1,500 hands), 6 corset companies (2,500 hands), Bridgeport Organ Co. (500 hands), Malleable Iron Co. (500 hands), Bridgeport Brass Co., tanneries, a carpet-factory, soap-works, &c.

Fairfield Ave. (horse-cars) runs past the Public Library and the stately St. John's Episcopal Church, to the picturesque *Mountain-Grove Cemetery* (80 acres), where there are many fine monuments. ¼ M. beyond are **Holland Heights**, which overlook Bridgeport, Fairfield, Black Rock, and the Sound. North Ave. (then called the *King's Highway*) was the centre of the ancient settlement, of which a few gray houses remain. Broad St. is parallel to Main, and has a line of neat churches. *St. Augustine's Church and Convent* are imposing stone buildings, with the Cluny-like Wheeler mansion opposite, in extensive grounds, and the aristocratic streets of **Golden Hill** extending beyond. *Washington Park* is in E. Bridgeport, and contains a grove of forest-trees. St. Paul's Church and the pretty Pembroke Lake are near it; and antique Stratford and the far-viewing Old-Mill Hill are beyond. On the S. of the city (horse-cars on Main St.) is * **Sea-Side Park**, which has a trotting-course, a grove of venerable trees, a soldiers' monument adorned with statues, and a magnificent esplanade-road, which follows the curves of the sea-wall over the beach for nearly 1 M., giving broad views over the Sound and on to the Long-Island coast, 20 M. distant. During the Revolutionary War the 4th Conn. encamped here, and the remains of the old fort are still visible.

Beyond the Park is the summer-resort of *Black Rock*, the birthplace of Capt.

Chauncey, a distinguished naval officer in the war of 1812. Fairfield is just beyond, a pleasant 4 M. drive from Bridgeport. **Waldemere** is the stately and high-towered mansion of P. T. Barnum, fronting the Park, sumptuously furnished, and with spacious ornamental grounds which are open to the people.

Barnum was born in Conn., 1810, and began his great career as showman in 1835 (with Joice Heth). In 1849, he paid Jenny Lind $150,000 for singing 150 nights in America. In 1865, his great museum at New York was destroyed. Charles S. Stratton, or Gen. Tom Thumb, was born at Bridgeport in 1832. His size and growth were as usual until his seventh month, when he ceased to grow. In 1844 Barnum took him to Europe; and his travels were incessant and his revenues large until his death, in 1882. In 1863 he married Miss Lavinia Warren, of Middleboro', Mass., a young lady of about the same stature as himself, — to wit, 28 inches.

Steamers leave Bridgeport for New York semi-daily ($1); also for Port Jefferson, L. I., twice daily (fare, $1.00). Stages for Black Rock, Easton, &c.

Railroads. The Naugatuck Div. from Bridgeport to Winsted (62 M.) runs N. in the valleys of the Housatonic and Naugatuck rivers (Route 16). The Berkshire Div. runs from Bridgeport to Pittsfield, Mass., 110 M. (Route 17).

The next station is near tranquil old **Fairfield** (*Hotel St. Marc*, $2.50 a day), an ancient village, with a beautiful street lined with villas and careful landscape-gardening. On the Green are the Episcopal and Congregational Churches, and the Court House, "built A. D. 1720, destroyed by the British A. D. 1779, rebuilt A. D. 1794, remodelled 1870."

July 7, 1779, Tryon with his Hessian Yagers, returning from the pillage of New Haven, landed here, sacked the village, and burned 200 houses. The scene inspired Col. Humphrey's Elegy beginning, —

> "Ye smoking ruins, marks of hostile ire,
> Ye ashes warm which drink the tears that flow,
> Ye desolated plains, my voice inspire,
> And give soft music to my song of woe.
> How pleasant, Fairfield, on th' enraptured sight,
> Rose thy tall spires, and ope'd thy social halls."

Another poet of that day was more pointed in his remarks: —

> "Tryon achieved the deeds malign,
> Tryon, the name for every sin.
> Hell's blackest fiends the flame surveyed
> And smiled to see destruction spread;
> While Satan, blushing deep, looked on,
> And Infamy disowned her son."

½ M. S. of the Green is the best beach on the Sound, protected by a bar from S. winds, with a gradually-sloping sandy shore. Here is a Pavilion, with 40 dressing-rooms, reading-room, parlors, etc. Black-Rock light is to the E., near the grassy bluff on which stands the * *George Hotel* (500 guests; $12–15 a week). 15 min. walk N. of the Green is Round Hill, commanding a wide view of Bridgeport and the Sound. Some miles N. are Samp Mortar Rock (a precipice 70 ft. high, on whose top is a deep hole where the Indians pounded corn), and Greenfield Hill, where President Dwight was once settled, and where he wrote the poem (popular 70 years ago) of "Greenfield Hill." From this point a fine view is gained, embracing, according to the poet;

> "Norwalk's white ascending spires, sky-encircled Easton's churches,
> Stratford's turrets, Fairfield giving lustre to the day.
>
> Prince of the waves, and ocean's favorite child,
> There Longa's Sound all gloriously expands."

Southport station and village is 2 M. from Fairfield. N. of the railroad

and near the station is a cultivated field, which occupies the site of the Sasco Swamp, where, in 1637, the Unquowa (Fairfield) Indians and a strong band of Pequots took refuge. Mason, with troops of Mass. and Conn. surrounded the swamp, and after a parley the Unquowas were allowed to come out (being blameless). The Pequots refused all terms, and, after an obstinate attack, 70 of them broke the English line and escaped. 180 were made prisoners and sold to the West Indies as slaves. Soon after these "fair fields" were occupied by a company from Concord, Mass. The next station is *Westport*. The village is 1½–2 M. N. of the railroad, on the widenings of the Saugatuck, and is a lively little place. The Memorial Church of the Holy Trinity is a fine Gothic edifice of sandstone, alongside of which, and in strong contrast, is a heavy Egyptian tomb.

Station, **S. Norwalk** (*Mahackemo; Warwick*), near which is the village of *Norwalk* (horse-cars to station). The legend says that this land, in the purchase (1640) from the Indians, was to extend one day's "north walk" from the Sound. In 1653, the town was incorporated, having then 20 families. July 11, 1779, Tryon's Hessians plundered and burnt the village, meeting with such resistance from 50 Continental soldiers and the militia that they lost 148 men. The town includes several villages, with the so-called city of *S. Norwalk* (3,000 inhabitants) and the borough of **Norwalk**, which has 6,000 inhabitants, and is 1½ M. from the station. Midway between Norwalk and S. Norwalk is the palace which was built by Le Grand Lockwood, at a cost of over $1,000,000, and now pertains to Chas. D. Matthews, of New York. The Norwalk Lock Co. makes 900,000 locks yearly, in 300 forms; the Union Knob Works turn out 1,500,000 knobs (of New Jersey clay) yearly; and there are manufactories of hats and shoes, felt, beaver-cloth, cassimeres, shirts, earthenware, engines, etc. The oysters of Norwalk are famous.

The Danbury Division Railroad (see page 115) ends at Wilson Point, whence steamboats semi-daily to New York in 45 minutes; and to Roton Point. Off-shore are the lovely Norwalk Islands, with many cottages. On Belle Island are two hotels. Roton Point is a famous excursion-point.

Stations, *Darien* (village ½ M. S. of the station), *Noroton*. Noroton is 1½ M. from Darien, and near the Sound. Upon the Boston Post road at Noroton stands the Episcopal Church, connected with which is a mortuary chapel, erected by Mr. Benj. Fitch in memory of his mother, who is buried in a vault beneath. In the tower is a chime of nine bells, given by Mr. Fitch. Near the Noroton station is situated "The Home," founded by the same gentleman. This institution was first established for the education and maintenance of soldiers' children. It is now, by a change in the charter, a home for disabled soldiers. A fine gallery of modern French pictures is attached to the home, and can be visited. It includes many choice paintings and works of art, collected by Mr. Fitch in Europe.

3 M. beyond Noroton, the train stops at **Stamford,** (*Stamford House, Union House*), which was founded in 1641, and thereafter sometimes harried by the Dutch from New York. In 1838 it was a dull hamlet of 700 inhabitants; but soon after the Empire City looked with favor upon it, and during the last 25 years its hills have been occupied by the villas and parks of New York gentlemen. Hence fine churches have been built, broad avenues are laid out, and the place now has over 16,000 inhabitants. St. Andrew's (Epis.) Church is a little gem of Gothic architecture, guarding a wide sweep of graves. The Univ. Church, near by, is a handsome stone building, while the Catholics have raised a large church, on the road from the station. A Town Hall, of brick and Ohio stone, 150 ft. front and with a tower 100 ft. high, rises in the centre of the village (½ M. from the station). Near it is a small triangular park with a fountain. A pleasant drive is that on the New Haven road, passing many fine villas, among which is Palmer's stone château. 1000

New-Yorkers come here during the summer, many of whom stop at *Shippan Point* (1½–2 M. from the station), where is the large Ocean House, from whose beach a pretty still-water view is afforded. The Hamilton House ($10–15 a week) is a favorite summer-resort on Noroton Hill.

Col. Abraham Davenport, "a man of stern integrity and generous benevolence," was born at Stamford in 1715, and was for 25 years in the State legislature. On the memorable Dark Day, May 19th, 1780, great fear fell on the legislature, then in session; and in anticipation of the approach of the Day of universal Judgment, an adjournment was moved. The brave old man arose, and thus spoke, calming the fears of the legislators, and continuing the session: "I am against an adjournment. The Day of Judgment is either approaching, or it is not. If it is not, there is no cause for an adjournment. If it is, I choose to be found doing my duty. I wish, therefore, that candles may be brought." This scene has been made the theme of a fine poem by Whittier. Col. Davenport's sons, James and John, were officers in the Revolution, and afterwards members of Congress (1796–99; 1799–1817). His great-grandson was living in Stamford in 1884.

Steamers leave Stamford for New York daily. A *Railroad* runs from this point to New Canaan, a quiet country town 8 M. to the N.

Stations, *Cos Cob* (village N. of the railroad, on the Mianus River), and *Greenwich*. Greenwich was settled in 1640, and in 1650 was appointed by the Anglo-Dutch frontier commission in session at Hartford as the W. limit of Conn. Somewhere in this early age, a desperate battle lasting all day was fought on Strickland's Plain, between the Dutch and Indians. The village stands on rolling hills, ½ M. N. of the station. 15 min. walk to the E. is a stately Cong. Church, built of gray rubble, with deep transepts, a wide and picturesquely irregular front, a high pointed roof, and a fine stone spire in openwork. This fine edifice is on a high hill, and may be seen for leagues along the Sound, resembling some pilgrimage church on the Seine or Danube. Near this is the exquisite Christ Church (Epis.) in a sheltered grove on the ridge, built of gray stone trimmed with Caen stone. The * *Lenox House* (150 guests; $4 a day) is a first-class summer-resort and winter-hotel on Putnam Hill, ½ M. from the station.

A few rods beyond (to the E.), on the r. of the road, is an old cemetery, where stood the church in 1779, near which Gen. Putnam, with 60 militia-men, fought an advancing force of dragoons until the last moment possible. Then, since to go down by the curving road (the present road is modern and more direct) would expose him to a close fire from many of the enemy, he galloped his horse down the steps built in the steep hillside for the church-goers. The British cavalry sent a volley after him (one shot piercing his hat), but dared not follow, although two or three dragoons of Lafayette's escort to the place (in 1824) performed the feat safely. Putnam lost 2 cannon here, but his men mostly escaped to the adjacent swamps, and the next day Old Put attacked Tryon's rear-guard with a force from Stamford, and captured 38 men.

S. E. of the Greenwich station is *Indian Harbor*, on a point near which ¼ M. from the railroad (stage, 15 cts.), is the elegant * *Indian-Harbor Hotel* (400 guests; $21–35 a week), with gas, running water, an orchestra, boating, bathing, fishing, and 80 acres of rich lawns. Fine water-views from the hotel.

Soon after leaving Greenwich, the train crosses the Byram River, and

leaves Yankee-land, which is said to stretch "from Quoddy Head" (in Maine) "to Byram River." Stations, *Port Chester*, in Westchester County, New York (De Soto House), a busy village with 5 churches, *Rye* (with a fine beach 2 M. S. E. of the station), *Mamaroneck*, "the place of rolling stones," where Smallwood's Maryland battalion defeated Rogers's Tory Rangers in 1776, and **New Rochelle.** This village was settled by Huguenot refugees in 1691, after the fall of La Rochelle, and the French language was long used here. The State of New York granted a tract of land here to Thomas Paine.

Thomas Paine, was born in England, 1737, and came to America in 1774. Early in 1776 he published a tract, "Common-Sense," advocating republican independence, and in Dec. "The Crisis" was published, beginning with the words, "These are the times that try men's souls." This was read at the head of every Continental regiment, and aroused the drooping spirits of the army and people. After filling several offices in the U. S., he went to France in 1791, and was elected to the National Convention. After a stormy life in Europe, during which he attacked Burke in the "Rights of Man," and advocated atheism in the "Age of Reason" (1795), he came to New Rochelle in 1802, and settled on an estate given him by New York, where he died in 1809. In 1819 Wm. Cobbett removed his remains to England, and in 1839 the State erected a monument to Paine on his old farm.

After *New Rochelle*, the train passes *Pelhamville*, and at *Mount Vernon* turns to the S. W., and runs on the N. Y. Cen. & Harlem R. R., through several suburban villages without stopping, then crosses the Harlem River, and stops at the station, 42d Street, corner of 4th Avenue.

New York, see Route 51.

9. Boston to New Bedford.

Via N. Y., N. H., & H. R. R. in 1½ *hrs* 56 *m.*

Boston to Taunton, then to Weir Junction and Myrick's (crossing other lines of the same railroad at these places); then Howland's and *E. Freetown* (1½ M. from E. Freetown village, at the head of one of the great Lakeville ponds); then over the level farming plains of Freetown to **Acushnet,** W. of the quiet hamlet of the same name (also reached, from New Bedford, by stage; running 5 M. farther to Long Plain in Rochester); then to New Bedford.

New Bedford (*Parker House; Bancroft House*), the Acushnet of the Indians, was settled in 1664, by Quakers, on lands owned later by Russell. This being the family name of the Dukes of Bedford, the settlement was named in compliment to them. In the Revolution the place became a perfect nest of privateers, until a British force under Earl Grey attacked it (in the autumn of 1778), and destroyed its shipping, wharves, and stores. In colonial times, a few vessels were sent out after whales. The Revolutionary War briefly interrupted this career of prosperity, but between 1790 and 1857 the whalers from this port penetrated every sea. In 1857, there were 329 whaling-vessels, with 10,000 sailors, and an invested

capital of $12,000,000. The business began to decline after the Californian gold-fever; scores of the old ships were filled with stone, carried to the South, and sunk in the channels before the rebellious cities on the coast; and in the last hours of the Secession War the Confederate cruiser "Shenandoah" destroyed a large part of the Pacific whaling fleet. In 1871, 33 whalers were caught in the ice in the Arctic Ocean and abandoned. The whaling business (though declining) is still carried on here to a greater extent than from all other parts of the world combined. New Bedford has 41,000 inhabitants. Its extensive water-works cost $1,200,000. The Wamsutta Mills have 2,300 workmen and 202,000 spindles, and use 22,000 bales of cotton yearly; the Potomska Mills, 1,300 hands and 106,000 spindles; the Grinnell and Acushnet Mills, 62,500 spindles each; the Oneko Woollen Mill employs 175; the glass-works, 300; the Morse Twist-Drill Works, 200; the carriage factories, 150; and 300 are engaged in art-productions. Grace Church has a fine chime of bells.

New Bedford fronts on the widenings of the Acushnet River, near its mouth, and is built on the side of a ridge sloping to the water's edge. It "has a cosmopolitan air always blowing over its strata," from the number of foreign mariners who are found here, and one of its quarters is called Fayal, from the large population of Portuguese there residing. The upper part of the city is pleasant, and County St. is lined with stately old residences of the marine aristocracy, whence Lady Emma Stuart Wortley called this "a city of palaces." These "palaces" are all on the model of the "architectural boulders" so common in the decadent fishing-ports along the coast. The City Hall is a fine granite building, and the Custom House is built of the same material. Several of the churches are notable for their neatness and grace, especially the spacious Unitarian Church. The City Library is a large and rapidly increasing collection of books, kept in finely arranged rooms, and free to the public. The wealthy old families of the aristocracy of New Bedford are famous for their hospitality and culture, and but few of the citizens go abroad to seek summer recreation. The favorite drive is around Clark's Point, which extends into Buzzard's Bay, and is bordered by a broad, smooth road, constructed at great expense by the city to give its people the benefits of the sea-breezes in summer. This avenue (5 M. around) affords a brilliant scene in sultry summer afternoons.

Opposite the city, and joined to it by a bridge (horse-railway) is Fairhaven (so named from its pretty location), a village formerly devoted to the whale trade. In 1778, while New Bedford was burning, a large British force crossed to Fairhaven, intent on its destruction. But Major Fearing of the militia, fearing not, attacked and repulsed them and saved the village.

Westport Point (*Hotel Westport*, $2.50 a day, $11-15 a week) is 15 M. S. W. of New Bedford, whence (and from Fall River) it is reached by daily stages leaving at 2.30 P. M. (fare $1). It has good ocean and river fishing and sailing, and capital bathing on Horseneck Beach, with its 3½ M. of level hard sands. Many summer-visitors come to this picturesque old port, the *Acoakset* of the Indians, and in

old times, with its neighbor-town Dartmouth (the Indian *Aponiganset*), a nursery of sailors and fishermen. Great hauls of menhaden have been made off the Padan-Aram shores, outside the deep inlets which penetrate far into the land.

Railroad from Fairhaven to Tremont, on the N. Y., N. H., & H. R. R., see p. 54.

Steamers daily during summer, for Cottage City and Nantucket. Upon leaving the wharf, a fine view is obtained of Fairhaven on the E., and of the long wharves and populous slopes of New Bedford on the W. Palmer's Island with its light-house and Fort Phœnix, is soon passed, and then the long, projecting Clark's Point, with a strong fortress now in process of construction. The steamer now passes straight to the S. E. across Buzzards Bay, a noble estuary 30 M. long by 10 M. wide, with thinly populated shores. The Norsemen (11th century) called this Bay, Straum Fiord; the origin of its present name is not apparent. Far to the S. are seen the Round Hills, on the Dartmouth coast, and Cuttyhunk, the outermost of the Elizabeth Islands. Cuttyhunk was colonized by Capt. Gosnold, in May, 1602, with a company sent out by the Earl of Southampton. He named the Island "Elizabeth," in honor, probably, of the maiden Queen. The island is 2½ M. long, and at that time abounded in game. Gosnold and his people erected a fort and cabins on an islet in a pond near the centre of Cuttyhunk, and here inaugurated the first settlement of New England. But the Indians were hostile and numerous, and the colonists' supplies soon gave out; so within a few weeks the plan was abandoned, and the people returned to England. The island is now occupied by a merry club of New-Yorkers, and the 115 inhabitants of Gosnold township. On Penikese Island (covering about 100 acres) is the villa long occupied by John Anderson, of New York, who (in April, 1873) gave the island and $50,000 in cash to Prof. Agassiz for the location of a summer school of zoölogy and science (since abandoned). Nashawena (3 M. long) is E. of Cuttyhunk, and beyond that is Pasque Island. This is owned by a New York club, which has built a club-house, farms, and stables, and prepared fruit and flower gardens, and preserves of small fish for bait. The surrounding waters abound in bass, blue-fish, squeteague, sword-fish, &c. Next to Pasque is Naushon, 8 M. long, which was for many years the favorite residence of James Bowdoin, an early American diplomatist, whose mansion was adorned by a large library, philosophical apparatus, and a fine picture-gallery, which he had collected in Europe. At his death he left all these things, together with the reversion of Naushon, to Bowdoin College. Lady Wortley, who visited the island early in this century, says, "Naushon is a little pocket America, a Lilliputian Western world, a compressed Columbia."

Naushon is owned by John M. Forbes, of Milton, and is said to be "stocked with all the varieties of English and Scotch game-birds, and most of their game animals, including also several hundred American deer, prairie fowl," etc. Kettle and Tarpaulin Coves are well-known harbors, respectively on the N. and S. shores of Naushon. Near the N. E. end of the island are the islets of Wepecket, Uncatena, Nonamesset, and the Ram Islands. Between Naushon and the Falmouth shore is the strait called Woods Holl, a difficult and intricate passage between Buzzards Bay and the Vineyard Sound. The steamer stops at the village of Woods Holl, where there are several summer boarding-houses. (See Route 7.) After leaving this point, and passing Nobsque Light on the L., the steamer crosses Vineyard Sound, and stops at the wharf at Martha's Vineyard (Route 7). Says an English tourist: "What scenes can be more refreshing and exalting than an expansive view of the mighty waves, dotted here and there with such beautiful islands as those in the Vineyard Sound? While aquatic birds skim the waves, and the gulls are screaming, dipping, and darting over a shoal of blue-fish, or menhaden, vessels outward and homeward bound are always passing, for it includes in its range of view the packets and sailing-craft between New York and Boston. We have here the foreground and perspective worthy of the pencil of Claude Lorraine, while the background is granite shores of Massachusetts."

Nonquitt (*Nonquitt House*), 6 M. S. E. of New Bedford, is a charming and quiet summer resort, on an upland on the W. shore of Buzzards Bay, with fine beaches and many cottages. Steamboats run from and to New Bedford four times daily in summer; also from New Bedford to Cuttyhunk daily at about 10 A. M.

Steamboats from New Bedford thrice daily for Wood's Holl; four times daily for Cottage City, Martha's Vineyard (see page 59); twice daily for Nantucket; once daily for Vineyard Haven; on Sundays, at 9 A. M., for Wood's Holl, Cottage City, and Nantucket.

10. Providence to Worcester.

Via N. Y., N. H., & H. R. R., 44 M., Fare $1.10.

The railroad follows the line of the Boston and Providence R. R. as far as Pawtucket, and then turns up the valley of the Blackstone River. Stations, Pawtucket, Valley Falls, and Lonsdale. At the latter place the track passes through a deep cut in Study Hill, to which William Blackstone, the first settler of Boston, retired after the Puritan immigration. He lived here in the wilderness from 1634 until his death, in 1675, surrounded by his books, and deeply respected by the Indians. The busy little river which flows by the hill was named in his honor. After passing the stations of Berkeley, Ashton, Albion, and Manville, the train stops at **Woonsocket** (*Monument House, Woonsocket Hotel*), a thriving manufacturing city. Within a radius of 3 M. from the centre of the city are 30,000 inhabitants. In the city itself, 4,200 persons are engaged in cotton-factories 2,400 in woollen-factories, and 700 in other manufactories. In 1869, the production of these busy hands was reported as 43,000,000 yards of cotton cloth, 3,300,000 yards of woollens and cassimeres, 100,000 grain-bags, 30 tons cotton-warp, 1,000 tons of soap. The celebrated Harris cloths are made here. The Social Mills have 43,000 spindles and 500 hands. The town has erected a neat monument "in memory of her brave sons who, during the great Rebellion, gave their lives that the Republic might live." The Harris Institute is a popular institution given by Mr. Harris to the people, containing a large hall, and a library of 7,000 volumes. Woonsocket Hill, the highest land in the State, commands a fine view of the populous and busy valley.

Railroads. — A branch road runs from Woonsocket to Ashland, Mass. The Woonsocket Division of the New York & New England R. R. terminates here, while the main line of that road crosses the Worcester route at Waterford.

Beyond Woonsocket the line enters Massachusetts. **Blackstone** (*Lincoln House*) and *Millville* (Clarendon Hotel; stage to Slatersville, 2 M.) are in a manufacturing town of 5,000 inhabitants, in the Blackstone valley. **Uxbridge** (**Hotel Windsor*, $8-10) is a textile-manufacturing village of 3,000 inhabitants, with 5 churches and a bank. Good views from the hotel, along the valley; and picturesque hill-scenery on all sides. 4-5 M. W., in Sutton, is **Purgatory**, a wild and precipitous chasm, ½ M. long, 4 M. from Whitinsville. Near Uxbridge, in 1676, Major Talcott attacked and killed the Queen of Narragansett in her fortress.

Whitins is 1½ M. from *Whitinsville* (Whitinsville Hotel) and its cotton-machinery works. Northbridge is 2 M. from *Northbridge Centre*. From *Farnumsville* (Farnumsville Hotel) daily stages run to *Upton* (Warren House) hill farms (4 M.), and Milford (9½ M.); also to *Grafton*. Beyond *Sandersville* the train reaches **Millbury** (*St. Charles Hotel*), a prosperous factory-village, whence daily stages run to W. Millbury (3 M.), Sutton (3½ M.), and W. Sutton (6½ M.); and a branch runs N. to the Albany R. R. ¼ hr. beyond Millbury, the train reaches Worcester (see Route 21).

11. Boston to Newburgh.

New-York & New-England Railroad.

Distance, 228 M. Fare, $5.59.

This important modern route follows the line described on page 117 as far as *Putnam*, whence it runs S. W. to *Pomfret* (see page 118), famous for its dairies and the villas of many city-families; *Abington* and *Elliott's*, amid rich farming lands; *Hampton*, one of the oldest towns in Connecticut; *Goshen; N. Windham;* and **Willimantic.**

The Providence Division of the N. Y. & N. E. Railroad runs from Providence 59 M. W., by *Cranston*, the seat of the Rhode-Island State institutions; *Pontiac, Natick, River Point, Quidnick* and *Anthony*, busy cotton-manufacturing villages; *Summit*, with its granite-quarries; *Plainfield*, where the Norwich & Worcester Railroad crosses the line; *Jewett City; Versailles*, with cotton and paper mills; *Baltic*, with cotton-mills; *Scotland;* and *S. Windham*, near the far-viewing summer-resort, the Obwebetuck Inn ($17.50 to $25 a week). At Willimantic, the Providence Division joins the Boston-Newburgh route. The line crosses the New-London Northern Division of the Central Vermont R. R. at **Willimantic** (*Hooker House*). This is a large manufacturing village, on the river of the same name, which falls 100 ft. in 1 M. Extensive thread, silk, and cotton mills are located on the water-power thus afforded, occupying large factories built of stone found in this vicinity.

The only legend connected with Windham (in which town Willimantic is situated) is of a long battle between two hordes of immigrating frogs, in which several hundred of the combatants were killed. This event has been duly attested and described by a local poet in a Batrachyomachian epic of 30 stanzas. The train now passes Andover, Bolton (near which is Bolton Notch, a romantic pass into the valley of the Connecticut), and Vernon. At Vernon a branch track (5 M.) runs to Rockville, a prosperous manufacturing village on the water-power afforded by the Hockanum River. Beyond Vernon is Manchester, which makes yearly 2,000,000 yards of gingham, 90,000 pairs of socks, 450 tons of book-paper, besides government and bank-note paper for several nations. From thence a branch railroad ($2\frac{1}{2}$ M.) runs to S. Manchester, the seat of the silk-works of the Cheney Brothers. After Manchester comes Burnside, where paper-making was a brisk business in 1776, and where there are now 3 paper-mills, whose yearly production is 300 tons of writing-paper, 400 tons of manilla paper, and 500 tons of book-paper. The next station is E. Hartford, with a wide, level street lined with elms, 2 M. long. This district was the home of the Podunk Indians, whose

chief, Totanimo, could bring 200 bowmen into the field. The train now crosses the broad Connecticut River and enters the city of Hartford (see Route 21).

From Hartford the line runs by Newington to **New Britain** (*Hotel Russwin; Strickland*), a wealthy city of 19,000 inhabitants. The water-supply is from a large reservoir some 200 ft. above the village. In the centre of the town is a spacious square, adorned with trees and fountains, and near its end is the elegant and imposing S. Cong. Church. In the same vicinity is the State Normal School. The products of the industry of New Britain are varied and extensive. The Russel and Erwin Co. employs 500 men in 5 acres of works, and sends out millions of dollars' worth of locks, which are used in all parts of the world. Hardware, lace, hose, merino goods, gold jewelry, and knives are made here in large quantities.

Elihu Burritt, the "learned blacksmith," was born at New Britain in 1811. At the age of 16, he was apprenticed to a blacksmith, and followed that trade for many years. Desiring to read the Bible in its original languages, he mastered the Greek and Hebrew by evening studies, and acquired such a philological taste, that he afterwards became familiar with all the principal ancient and modern languages. He became an earnest advocate of universal peace, temperance, and the abolition of slavery, and published a paper and several books in defence of these movements. After making several visits to Europe, he became U. S. Consul at Birmingham.

At Plainville, the next station, the New Haven and Northampton R. R. (Route 15) crosses this route. Many carriages are made in this village. At Forestville, Bristol, and Terryville stations are many large clock-factories, where every variety of clocks are made. After passing several flag stations, the train stops at **Waterbury** (*Earle House; Cooley*), a prosperous city of 30,000 inhabitants, on a narrow plateau at the junction of the Mad and Naugatuck Rivers. The principal streets diverge from Centre Square, a small but well-kept green, on which front two Cong. churches, the City Hall, and St. John's Episcopal Church. The latter is called the finest church in the State, and is built of granite and Ohio stone in the pointed Gothic style. The sharply pointed ceiling is highly ornamented, and the spire (200 ft. high) uplifts a massive stone cross. The Silas Bronson Library, the gift of a New York gentlemen, contains 30,000 volumes and is free to the citizens. St. Margaret's School (Episcopal diocesan) is on the hill near the square.

The manufacturing interests of the city employ a capital of nearly $8,000,000. $2,000,000 are invested in the brass-works, besides which there are 5 button-factories, 2 clock-factories, and works which turn out great quantities of wire, steel traps, hooks and eyes, watches, and kerosene fixtures. The American Pin Co., the Benedict and Burnham Mfg. Co.,

and the Waterbury Brass Co., have their works here. Silver-plated ware is made, also the best quality of steel rolls. 6 M. N. E. (tri-weekly stage) is the ancient hill-town of **Wolcott**, Alcott's "New Connecticut."

From Waterbury the line continues through Danbury to Brewsters, N. Y., and to Fishkill-on-Hudson. From there by ferry to Newburgh.

At Waterbury the line crosses the Naugatuck R. R. (see page 111), and runs S. W. and W. to Hawleyville, on the Housatonic R. R. (see page 114); Danbury (see page 116); Brewster's (on the Harlem R. R. and N. Y. City and Northern R. R.); Hopewell Junction (on the Newburgh, Dutchess, and Conn. R. R.); Fishkill, Matteawan, and Fishkill-on-Hudson. At the latter point passengers are ferried across the Hudson to Newburgh.

12. New London to Vermont.

Via the New London Northern Division of the Central Vermont Railroad, New London to Brattleboro', 121 M. Fare, $3.60.

The train leaves the Shore Line Station at New London. Beautiful views of the broad and expansive Thames on the E.; so a seat should be secured on the r. side of the car. Near Mohegan is the old Mohegan reservation, where 824 Indians of that tribe were numbered in 1774. After passing Waterford, Montville, Massapeag, Mohegan, and Thamesville, the train crosses the Yantic River, and enters **Norwich** (*Wauregan House*, $2.50–$3.00, corner Main and Union Sts.; *Union-Square; Metropolitan; American House;* Chelsea House). Norwich is a city of 16,000 inhab., with its streets terraced on a steep acclivity facing to the S. over the lake-like Thames, of which a local writer claims that "not Richmond Hill itself, or Greenwich observatory, looks on a Thames more fair." The situation of the city is indeed beautiful, being on high ground between the Yantic and Shetucket Rivers, which here unite to form the Thames. The business part of Norwich is in a semicircle of which Main St., from Franklin Square to Central Wharf Bridge, is the chord, and beyond this the residence-streets rise in terraced lines. Washington St. runs to Williams Park, on which are the noble buildings of the Free Academy, one of which, the *Slater Memorial Museum*, was erected by Wm. A. Slater, as a memorial of his father, John F. Slater, who gave $1,000,000 for the education of the Southern negroes. It is a handsome structure with porticos and towers. The great upper hall is divided into rooms by heavy silk curtains, and herein are 250 admirable plaster reproductions of the best works in Greek and Italian sculpture. The North Gallery contains 600 Braun photographs of the best of European paintings and architecture. The South Gallery has plaster reproductions of the smaller arts of the Renaissance, and of armor. Under the rear gallery is a large collection of *fac-similes* of Greek gold and silver coins. The Peck Library contains 6,000 volumes. The museum also has many valuable paintings, loaned by Mr. Slater, including The Rabbi, by *Rembrandt;* Landscape, *Ruysdael;* Sewing Girls, *Millet;* Landscape, *Troyon;* Summer Afternoon, *Daubigny;* Farm at Coubon, and Nymph and Fauns, *Corot;* Sunset, *Rousseau;* Gleaners, *Fromentin.* The Museum is open Mon., Wed., and Sat., 2 to 5. Visitors admitted at other times by the Curator.

Williams St. leads from the Academy to the site of Yantic Falls, "the

beetling cliffs, the compressed channel, the confused mass of granite, and the roaring, foaming river," by which a former generation's "lone enthusiasts wandered and dreamed." The river has been dammed and diverted into an artificial channel, through which it affords a heavy water-power to a large cluster of factories below. Fine wood-carving machinery, rubber goods, corks, iron pipes, files, blankets and carpets, flax and twine, paper, envelopes, and cotton goods are manufactured in Norwich and its tributary villages. On Sachem St., near the site of the Falls, is a little cemetery in a cluster of pine-trees. This spot was chosen centuries ago as a sepulchral ground for the "blood royal of Mohegan," and has been carefully reserved by the tribe ever since. Many of the Grand Sachems are buried here, from those earlier chiefs of whom earthly history has no record down to Mazeen, the last of the line, who was buried in 1826 in the presence of 30 of the feeble remnant of the tribe. In the centre of the ancient monuments stands a massive obelisk erected to the memory of Uncas. (Its foundation-stone was laid by President Jackson.)

Uncas was a chief of the Pequot tribe, who revolted in 1634 against the Sachem Sassacus, and joined the Mohegans. He was chosen Sachem of the latter tribe, and by sagacious alliances with the English colonists, he steadily increased the power of his people, who had previously held a subordinate position among the aboriginal clans. He led his warriors by the side of the colonial train-bands in the campaign of 1637, which annihilated his most dreaded foe, the Pequot tribe; and in 1643, he fought the powerful Narragansetts until the Anglo-Mohegan forces, under his direction, had defeated and humbled that tribe. He repelled an invasion of the Western Indians, aided by a strong Mohawk contingent, in 1648, and kept up an incessant war upon his Indian neighbors until he became "the most powerful and prosperous prince in New England." In 1640 he ceded to the colony of Conn. all his land except a tract on the W. shore of the Thames embracing three or four townships, and sold (for £70) the present site of Norwich, which was occupied in 1660 by a nomadic church from Saybrook. He frequently visited the colonial capitals, Boston and Hartford, and ever remained friendly to the settlers, holding his people to peaceful ways while every other tribe of New England (except the Christian Indians) joined King Philip's league against the colonies. After reigning as Sachem of the Mohegans for nearly 50 years, he died in 1683, a consistent Pagan to the last. He was crafty, cruel, and rapacious in his policy; but as the head of a savage people, he was sagacious and far-sighted, and as a military leader he was skilful and fearless. It is difficult to tell what would have been the course of New England history, or what final and overwhelming disasters might have blotted out those feeble colonies along the coast, had not the two great southern tribes been ruined by the attacks (sometimes aided by a few dozen English musketeers) of the Mohegans under their Sachem, Uncas. Beyond the village of Greenville is **Sachem's Plain** (1½–2 M. from Norwich. Horse-cars most of the way). Here was fought a battle between Miantonomoh and 900 Narragansetts, and Uncas with 500 Mohegans.

Miantonomoh was the nephew of Canonicus, and in 1636 succeeded to the government of the Narragansetts. He was ever a firm friend to the colonists, granting them a large portion of the present State of Rhode Island, and leaving his quarrels with Uncas to their arbitration. In 1642 he went to Boston to meet certain men who had accused him of planning hostilities against the colonies. He awaited his accusers in the presence of the Governor and council of Massachusetts, but no charges were preferred against him, and he left Boston after receiving high honors from Gov. Winthrop, who admired his character. In the following year, stung to madness by insults offered by Uncas, he led 900 Narragansett warriors in an attack on Mohegan. Uncas and 500 men met him on Sachem's Plain, and in accordance with a plan preconcerted by the Mohegan

chiefs, invited him to a parley. While this parley was going on, and the Narragansetts were off their guard, the Mohegans made a fierce and sudden attack and scattered them in all directions. The pursuit was continued for many miles, and hundreds of the invaders fell, but Miantonomoh was captured and led prisoner to Hartford. After remaining here in close confinement, he was surrendered to Uncas, by whom, "by the advice and consent of the English magistrates and elders," he was executed. The royal Narragansett was carried by Uncas and his warriors from Hartford to Norwich, and was put to death on the battle-field of Sachem's Plain, at a place now marked by a stone monument inscribed "Miantonomoh, 1643." He was a brave, magnanimous, and humane Sachem, incapable of dissimulation or treachery, and therefore he became their victim.

For many years his people came hither in the season of flowers and adorned his grave, each of them leaving a stone upon it. The lofty cairn thus formed remained till a farmer (of the English "Hodge" type) carried away the stones to make a foundation for a new barn. In 1841, the present granite monument was erected.

Nanunteno, the son of Miantonomoh, and his successor in the government, ever cherished a just hatred of the colonists, and joined King Philip's league with enthusiasm. Having been made prisoner, in 1676, he was offered pardon in case he would treat with the English. On declining to make terms, he was threatened with instant death, whereupon he answered, "I like it well; I shall die before my heart is soft, or I have spoken anything unworthy of myself"; "acting herein," says Cotton Mather, "as if, by a Pythagorean metempsychosis, some old Roman ghost had possessed the body of this Western Pagan, like Attilius Regulus." He was instantly shot.

About 5 M. S. of Norwich is the old fortress of Uncas, on the highest hill in Mohegan, and in the vicinity live the few half-breeds who are all that remain of the tribe of Uncas. President Dwight's remark about the Pequots at Groton will apply equally well to the Mohegans or to the Narragansetts in Charlestown, R. I., "the former proud, heroic spirit of the Pequot is shrunk into the tameness and torpor of reasoning brutism."

Steamers leave Norwich every morning, in summer, for New London and Watch Hill, Block Island, and Fisher's Island.

After leaving Norwich the line passes the stations Norwich Town, Yantic, Franklin, and Lebanon. The village of Lebanon, situated in a rich farming district, was very lively during the War for Independence. Jonathan Trumbull, Governor of Conn. 1769–83, resided here, and here was the War Office of the State, which furnished more men and money in the Revolutionary War than any other State save Massachusetts. Gov. Trumbull was Washington's right-hand man during the northern campaigns, and when any perplexing question or pressing demand arose, the noble Virginian would often say, "Let us see what Brother Jonathan says." The name "Brother Jonathan" has passed into universal use as a humorous designation of the U. S., corresponding to the "John Bull" which is applied to England. At the gubernatorial mansion in Lebanon, Trumbull received Washington, Lafayette, Rochambeau, Jefferson, Franklin, and other distinguished men. Five French regiments were cantoned in the town and reviewed by the commander-in-chief, while De Lauzun's Legion (500 horsemen) wintered here. The Trumbull mansion and War Office are still standing, and in the little cemetery E. of the village is the family vault.

The most prominent of the Trumbulls are Jonathan, Gov. of Conn. 1769–83; Jonathan, his son, M. C. in 1789–95, U. S. Senator in 1795–6, and Governor in 1798–1809; Joseph, another son, commissary-general of the Continental Army;

Josepn, grandson of "Brother Jonathan," 5 years M. C., and 2 years Gov. of Conn.; Lyman Trumbull (born near Lebanon in 1813), the eminent jurist and U. S. Senator from Illinois, 1855–72; and Col. John Trumbull (some time of the 1st Conn., and afterwards aide to Washington), who studied painting under West, in London, and executed many large historical pictures, depicting scenes of the Revolutionary era. Four of his works are in the rotunda of the National Capitol, and a good collection of his paintings is in the Athenæum at Hartford. The Art Gallery of Yale College has a large number of his minor works, 57 in all.

The line now leaves the Yantic Valley, runs along the border of the Shetucket, and, passing S. Windham, stops at Willimantic (see Route 11). At this point the New York and New England tracks cross the New London Northern Railroad.

Running N. from Willimantic, the line follows the Willimantic River, through the county of Tolland. Stations, S. Coventry, Eagleville (with large sheeting manufactories), and Mansfield, with four companies engaged in making sewing-silk, a profitable industry which was inaugurated here in the last century. Stations, Merrow, S. Willington, and Tolland, about 4 M. W. of which is a sequestered village containing the modest county buildings. Stafford Springs was celebrated for its waters, the principal one being among the best of chalybeate springs. It contains considerable iron in solution, with carbonic acid and natron, and is a pleasant water to the taste. It is held to be very efficacious in all cutaneous affections. The other spring, which is charged with hydrogen gas and sulphur, has become choked up, and has long been disused. The Indians were in the habit of using these waters with beneficial effect, and the whites began to visit the springs about 130 years ago. When the desired hotel has been built, the Springs may again become a health-resort. There are large woolen factories here.

The train now runs N. for 10 M. across the sparsely populated town of Stafford, and at State Line it enters the State of Massachusetts. The town of Monson is next crossed (11 M.). Much manufacturing is done here along a branch of the Chicopee River, and a fine granite quarry is to be seen near the central station, from which great quantities of stone have been sent to Albany for the new State House. The extensive buildings of the *State Primary School* are in this town, on a farm of 260 acres, and there are over 400 pupils. The scenery here is picturesque, and culminates in the bold heights of Peaked and Moon Mts. The village (Monson House) is pleasantly situated on high ground, and has a bank, an academy (150 pupils), 3 churches, a hat-factory, and several woollen-mills. The town has 3,400 inhabitants.

At **Palmer** the line crosses the Chicopee River and the Boston & Albany R. R. Stages run S. E. to Parksville, 5 M.; Brimfield, 9; E. Brimfield, 12; Fiskdale, 14½; Sturbridge, 16½; and Southbridge, 20. *Brimfield* is a hilly farming town with 1,201 inhabitants and a soldiers' monument (Brimfield House; see page 130). Stages run to *Wales* (Wales Hotel), 4½ M. S., near the far-viewing Mt. Hitchcock, a grazing town, with 1,000 inhabitants. *Holland* (Holland Hotel) is a farming town, 4¼ M. S.

Stations, *Three Rivers; Barrett's Junction*, where the Athol R. R. is crossed; and **Belchertown** (*Highland House*), a hill-town devoted to farming, with 2120 inhabitants, and 3 churches. Here Dr. J. G. Holland was born. The Clapp Memorial Library is a handsome building; and there is a monument to 19 soldiers who died in the Revolution, and 34 who died in the Secession War. Belchertown has several bold eminences and handsome ponds. The settlement took place in 1731, and was named *Cold Spring*, after a large fountain.

After running across Belchertown (13 M.) the train passes *S. Amherst* and stops at

Amherst (*Amherst House*, $2. a day, ½ M. from the station), a pretty village situated in a romantic district, and distinguished for its college. Its society is of that cultured and refined order which is usually found in American academic towns, and its æsthetic taste is seen in the fine architecture of its churches (notably Grace Church and the 1st Congregational). The buildings of **Amherst College** (founded in 1821) are located on a hill on the edge of the village to the S. On the street W. of the buildings are the President's House, the Library, and College Hall. The line of older college-halls includes North College, the old Chapel and South College, in the earlier Novanglian architecture, and closely resembling the ancient buildings of Harvard. At one end stands the Appleton Cabinet; and the Pratt Gymnasium is N. of the campus.

The Natural-History collections of Amherst College are open to the public. The Woods Cabinet of 25,000 specimens includes geological collections of America and Europe; the State-survey collections of Massachusetts, Connecticut, Vermont, and New Hampshire; and the Shepard meteorites. The Gilbert Museum of Indian Relics, in the Appleton Cabinet, has 3,500 stone implements of extinct tribes, mainly those who lived in the Connecticut Valley. The Adams Zoölogical Collection comprises prepared specimens of animals and their habitations, and dried plants, representing all the great groups of the animal and vegetable kingdom, with the Auzoux models, a collection in comparative osteology, and a valuable series of shells. There are 100,000 specimens in this collection, in the Appleton Cabinet. Here, also, are 600 birds collected by Audubon himself, and the typical specimens by which the species were determined; together with many later-found Californian birds.

The Presidents of Amherst College have been Heman Humphrey, D. D., 1823–45; Edw. Hitchcock, D. D., LL. D., 1845–54; Wm. A. Stearns, D.D., LL. D., 1854–76; Julius H. Seelye, D. D., LL. D., 1876–90; and Merrill E. Gates, LL. D., L. H. D., 1890.

Four fifths of the Amherst students are in the nine Greek-letter societies, several of which have elegant chapter-houses, where their members dwell. The students represent 30 States.

The fireproof Pelham-granite Henry T. Morgan Library contains 60,000 volumes, eight sculptured Assyrian slabs, stained-glass windows, and 17 portraits of professors and benefactors of the college.

Amherst has a fine town hall, a newspaper, bank, savings-bank, company of militia, electric cars, water-works, and several important private schools. Helen Hunt was born here; and here for many years lived Noah Webster and Emily Dickinson. (See Hitchcock's "Handbook of Amherst," 1892.)

On the lower floor is a hall 110 ft. long by 45 ft. wide, wherein are kept 9,000 specimens of ancient tracks in stone. This wonderful * collection is by far the largest in the world, and well illustrates the science of ichnology which first arose at Amherst. The tracks of birds, beasts, and reptiles, which have been dead perhaps a myriad of years, and the marks of the pattering of rain-storms which fell through the silent air of prehistoric ages, are here preserved on the sandstone of the Connecticut valley.

Edward Hitchcock, D. D., the founder of ichnological science, was born at Deerfield, Mass., in 1793. He was connected with Amherst College, either as professor or president, from 1825 to 1865, and planned and executed the geological survey of Mass., "the first survey of an entire State under the authority of government in the world." He published 25 volumes, mostly on geological subjects, of which the "Elementary Geology" and the "Religion of Geology" passed through many editions in America and England. "The Ichnology of New England," published by the State in 1858, illustrated and explained the branch of science which he founded.

Amherst College is under the auspices of the Congregational Church, and has about 350 students, with libraries of 70,000 volumes. Afternoon stages to Shutesbury, W. Pelham, and Pelham.

E. of the verdant lawn and overlooking the valley is the new and elegant * Memorial Chapel, whose exterior is a beautiful model of Gothic architecture. It is cruciform in shape with finely finished rose-windows in the transept, and colonettes of polished Scotch granite at various points on the outside. The graceful spire is built (as well as the Chapel walls) of stone, and within the tower is a marble tablet, containing the names of the *alumni* and past students of Amherst who fell in the War for the Union. From the E. side of the chapel is obtained a pleasing view of the rich valley E. of Amherst. The

N. side of the prospective quadrangle is occupied by two fine stone buildings; Walker Hall, a tasteful and ornate structure surmounted by a spired observatory, and fronted by an elegant portico, formed by five Gothic arches supported on coupled columns; and Williston Hall, a substantial brick building. Before leaving the College Hill, the College Tower should be ascended for the sake of the * view, which is one of the most beautiful in New England, extending over parts of the rich Conn. valley and over the rugged and picturesque towns of eastern Hampshire. The Art Gallery is in Williston Hall, and has a rich collection of casts, illustrative of every school and period of sculpture. On the opposite side of Amherst, and about 1 M. from the Green, is the *Massachusetts Agricultural College.* Its handsome buildings are on the edge of a rich plain, from which fine views are obtained of the mountains on the W. and S. On the experimental farm of 400 acres is the Durfee Plant-House, where many rare and valuable plants are preserved. The "Aggies" (as the students here are called by the other New England collegians) are drilled to a high state of discipline (infantry

and light artillery) by military instructors, and of such a nature is the field-work that this has become the best agricultural school in America.

Mt. Lincoln, 1,200 ft. high, is 6 or 8 M. from Amherst by W. Pelham, and commands a vast view. It is crowned by an observatory tower. The famous *Pansy Park* flower and seed farm is 4 M. from Amherst.

The *Old Bay Road*, or Bay Path, in the S. part of Amherst, was the ancient route between the Conn. Valley and Boston, first as a bridle-path and then as a stage-route. It is 7 M. to Northampton, and 4 M. to Mt. Norwottuck. Mt. Toby, ascended by a road, commands a broad view over the Valley.

Beyond Amherst are the stations *N. Amherst*, *Mt. Toby*, and *Leverett*. The latter is situated in the midst of very picturesque scenery. The line now passes through Montague, with the Hunting Hills on the E. Stations, *Montague* and *Miller's Falls*, where the Vt. and Mass. R. R. (Route 25) and Miller's River are crossed. Stations, *Northfield Farms* and then **Northfield** (*Northfield Hotel*), a charming village with broad streets, on a plateau above the intervales along the Conn. River. This peaceful agricultural town was settled in 1663, on the Indian lands called Squawkeague. During King Philip's War frequent and fierce attacks were made upon it by the Indians, and troops conveying supplies were ambushed and cut to pieces. When Major Treat, with his "flying army" of Conn. soldiers, reached the place, its people evacuated it, and passed, under his escort, to a place of safety. It was reoccupied in 1685, but Indian attacks soon compelled the decimated settlers to leave, and it lay desolate until 1712, when the erection of Fort Dummer afforded sure defence. Dwight L. Moody, the evangelist, was born and lives here; and near his house stands the girls' seminary which he founded, 1 M. N. of the village, and with a noble view. 5 M. distant, in Gill, is Moody's Mt. Hermon School for Boys, with 300 acres of land and half a dozen buildings. The main street of Northfield, 2 M. long, between the river and the mountains, is 200 ft. wide, lined with ancient houses and quadruple rows of grand elm-trees. Many summer-boarders sojourn here. The broad intervales and the quiet Connecticut River are crossed between Northfield and *S. Vernon.*

At S. Vernon a connection is made with the Ashuelot Railroad, which passes the stations, Hinsdale, Ashuelot, Winchester, Westford, and Swanzey (all in New Hampshire), and at Keene connects with the Cheshire Railroad. Hinsdale was settled by Mass. people in 1683, and was the site of Hinsdale's and Bridgman's Forts. Throughout the early border-wars it was the scene of numerous attacks and skirmishes, but was boldly held as the outpost of colonial civilization. Hinsdale is now a prosperous town, through which the Ashuelot River flows to the Connecticut. From Mine Mt., a few years ago, volcanic signs were seen, and a lava-like substance was thrown out. An ancient Indian fort is situated on a hill near the river, and isolated from the plateau by a deep, broad trench. Winchester was granted by, and settled from, Mass. in 1733, under the name of Arlington, and was totally destroyed by an Indian attack in 1745. Swanzey is a large and thinly populated town, settled under the same circumstances, and destroyed at the same time as Winchester.

At S. Vernon the Conn. River Railroad from Springfield terminates.

From S. Vernon the New London Northern track runs N. about 9 M. through the town of Vernon (seats on the r. side of the car command a view of the fertile intervales of the Connecticut, and of the river itself). This is one of the oldest towns of Vermont, and scores of its early set-

tlers were killed by the hostile Indians. The next station is **Brattleboro'**, 121 M. from New London.

Hotels. — **Brooks House*, the best in Vermont, accommodating 200 guests, $3-3.50 a day. *Brattleboro' House; American House.*

In 1724 the Legislature of Mass. had a fort built near the river and about 1 M. S. of the present village. This fort, called Fort Dummer, was garrisoned by troops of the colony and friendly Indians, and served as a shield for the river-towns. Though often attacked, it was never lost. The first settlement in the State was located here under the protection of the fort, and but two or three small villages were established in the S. part until the conquest of Canada, after which, from 1760 to 1768, 138 townships were granted in Vermont. In 1753, the village near Fort Dummer was named Brattleborough, in honor of Col. Brattle, a distinguished Bostonian, who was one of its proprietors.

Brattleboro' is a large village, well and compactly built, at the junction of Whetstone Brook (which affords a considerable water-power) with the Connecticut. The location of the village is beautiful, being on an uneven plateau above the great river, and surrounded by lofty hills. Main St., the principal thoroughfare, is near and parallel to the river, and 100 ft. above it. The Brook, with its numerous factories, is near the station, in the S. of the village. A beautiful view of Brattleboro' and its mountain-ampitheatre is enjoyed from Cemetery Hill, an eminence just S. of the town. The opposite side of the river is filled by the dark and frowning masses of Mine and Wantastiquet Mts. At the N. end of the village is a pretty park, on the edge of the plateau, whence a charming view of the mountains is gained, while the placid river is seen gliding between its broad and fertile intervales. Below the park, in the valley, is the Vermont Asylum for the Insane, a well-conducted institution, connected with which is a farm of 600 acres, which is carried on by the inmates of the Asylum. From various points (back of St. Michael's Church, &c.) on the riverward side of the plateau, pretty views of the river and Wantastiquet Mt. are obtained. The *Estey Organ Works* are the largest in the world, occupying 9 shops, with a capacity of 20,000 organs a year.

The monument to James Fisk, Jr., is in the cemetery, and is much visited. It was executed by Mead, at a cost of $25,000, and bears emblematic female statues representing Navigation, the Drama, Railroads, and Commerce.

Daniel Webster was a frequent visitor to Brattleboro', and it was the home of Holbrook, the War-Governor of Vermont, and Gen. J. W. Phelps, a veteran of the Mexican and Secession Wars, who first enlisted and disciplined negroes in the armies of the Union. Among those born here were Wilbur Fisk, the Methodist divine, who twice refused a bishopric, and was President of Middletown University, 1830-39; R. M. Hunt, the architect; W. M. Hunt, the painter; and Larkin G. Mead, the sculptor, who, while yet a mere lad, worked one long winter night on a snow-figure at the head of Main St.; and on the next morning (New Year's) the citizens were startled to see there a statue of the "Recording Angel" modelled in purest snow.

Mary E. Wilkins is also a native of Brattleboro; and among its residents is Gov. Fuller, and also Rudyard Kipling, the British author, who married one of the Brattleboro Balestiers.

A bridge crosses the river here, and a road runs into hilly *Hinsdale*, N. of which is the picturesque town of Chesterfield (N. H.), from whose level uplands much corn and hay is obtained by unwearied labor. Spofford Lake, in Chesterfield (10 M. from Brattleboro'), is a beautiful sheet of water 8 M. around, said by Howells to possess natural charms equal to those of the Italian lakes.

The narrow-gauge **Brattleboro' and Whitehall** Railroad runs 38 M. N. W. to S. Londonderry, in 2½ to 4 hours. It ascends the beautiful West-River valley, with continual scenic surprises. Stations, *W. Dummerston* (Valley House); Williamsville, whence stages to Dover; **Newfane** (*Fayetteville House*), the shire-town; *Townshend* (West-River House; daily stages 9 M. to Grafton); *W. Townshend* (Holden's Hotel; daily stages to Windham); *Wardsboro; Jamaica* (Jamaica House); *Winhall;* and *S. Londonderry* (Edgewater Park). Stages run thence 3 M. N. to **Londonderry;** and thence to *Landgrove, Peru* (Bromley House), and *Manchester*, 16 M.; and to Chester (see page 181). **Lowell Lake** (Lake House, $7 a week) is 3 M. long, in the beautiful highlands.

Daily stages run from Brattleboro' W. to *W. Brattleboro'*, 2 M.; *Marlboro'*, 10 M.; W. Marlboro', 14 M.; *Wilmington* (Vermont House), 20 M.; Searsburgh, 26 M.; Woodford, 35 M.; and Bennington, 42 M. Also, S. W. to Shelburne Falls (Mass.) via Halifax (cascades on North River, and Dun's Den, 25 ft. long, 5 ft. wide and high, in solid rock) in 27 M.; to Shelburne Falls (45 M.) via Whitingham, in which are the Sadawga Springs, with a hotel, near Sadawga Lake, in whose vicinity, in a poor log-hut, the heresiarch Brigham Young was born in 1801.

From Brattleboro' the Central Vermont Railroad runs N. to Montreal, Quebec, and upper Vermont (Route 26).

13. Norwich to Nashua.

Via Norwich and Worcester Division, New York and New England Railroad, and Worcester and Nashua Railroad. Distance, 106 M.; fare, $2.78.

Norwich to Putnam, see Route 19. Station, **W. Thompson** (good hotel), a pretty village 1 M. from the station, much resorted to in summer, and abounding in neat villas. Stations, Grosvenordale, N. Grosvenordale, after which the train crosses to Webster, in Mass. (*Joslin House*). In this vicinity is a great, island-studded pond, which enjoys two names, — Chabonakongkomon and Chargoggagoggmanchoggagogg. About this lake were the Elysian Fields of the Nipmuck Indians and the reputed home of the Great Spirit. The town has 7,000 inhabitants and 7 churches, and makes shoes and textile goods. Both at Webster and N. Webster are large manufactories. Station, Oxford, a pretty village, on the Indian lands called Manchauge. 2 M. S. E. of the station is Fort Hill, bearing the remains of a bastioned fort built by a community of French Huguenots who settled here in 1683. 9 years later, an Indian irruption so alarmed them that they abandoned the place, and lived in Boston for many years. Oxford Centre has large shoe manufactories, and several cotton and woollen mills are in the town.

A monument stands on the site of the Huguenot fort in Oxford (Oxford House). Stations, *N. Oxford, Auburn, S. Worcester*, and **Worcester.**

Trains connect at Webster for Southbridge and E. Thompson; at Worcester, for Boston, Albany, Providence, Gardner, Fitchburg, &c. The Mass. Central R. R. crosses at *Oakdale.*

The train runs on high terraces through *W. Boylston*, a picturesque town which was settled in 1720, and has 2,902 inhabitants, and 5 churches, with several factories at *Oakdale* (*Oakdale House*). Boylston is a diversified farming town, 3–4 M. E. From **Sterling Junction** the Worcester and Fitchburg R. R. diverges to Fitchburg (14 M). *Sterling* (*Sterling Inn*) has 3 churches, large dairies, and high hills.

Beyond the Waushaccum Ponds (l.) and Clinton Ponds the train crosses the Old Colony R. R. (N. Div.) at **Clinton** (*Clinton House*), a prosperous village of 10,500 inhabitants, with 2 papers, 5 churches, a library, a bank, and a Memorial Hall which cost $90,000. It has manufactories of fine Brussels and Wilton carpets, quilts, wire-netting, ginghams, plaids, combs, and cotton goods. *S. Lancaster* station is near the State Industrial School for Girls; and **Lancaster** (* *Lancaster House*) is a beautiful old village on the highlands near Ballard Hill, with broad and elm-lined streets, 5 churches, a public library (22,000 vols.), and a Memorial Hall to commemorate its dead soldiers.

This town was settled in 1653, and in 1676 was attacked by King Philip and 1,500 Indians, who besieged and burnt the pastor's house, killing 22 and capturing 20 people. Several other attacks followed, and in 1704 the town was swept by 500 French and Indians.

Beyond Still River is **Harvard** (*Harvard Hotel*), a picturesque highland farming village (stages to village, 2 M.), much visited in summer, and near the far-viewing Prospect Hill, and the island-studded, fish-abounding, Bare-Hill Pond. To the N. are the deep and sequestered Hell and Robbins Ponds. A Shaker community is in the N. E. part of the town. **Ayer Junction** (see Route 25). The next station is *Groton Centre*, a pretty village in a country of hills and lakes.

It was attacked in 1676, by the Sachem Monoco at the head of 400 Indians, and 40 houses and the church were burnt, though the people repulsed all attacks from their refuge in 4 garrison-houses. This same sachem boasted to the besieged that he was marching on Concord and Boston, to destroy those towns. Within a year he was indeed in Boston, but as a captive, led through the streets with a rope around his neck, and afterwards hung on the Common. Hon. G. S. Boutwell, Gov. of Mass., 1851–3, and Secretary of the U. S. Treasury, 1869–73, was for many years a merchant in this town. Groton is the seat of Lawrence Academy.

Station, **Pepperell** (*Prescott House;* the village is across the Nashua River, W. of the station), a town named after Sir Wm. Pepperell, the first New England baronet, by its first pastor, who was a chaplain in his Louisburg expedition. S. W. of the village is the curious hill called "The Throne," while to the N. are the picturesque Hills of Nissitisset. This is a quiet village with an old church, whose bell, according to an old New England custom, tolls out the number of the letters in the name, and of years in the age, of each villager when he or she dies.

Pepperell has 2,500 inhabitants, 4 churches, 180 farms, an imposing town-hall, and large paper-mills.

The old Prescott mansion is on a broad domain 2½ M. from the village. This was founded by Col. Wm. Prescott, who led the Middlesex minutemen to Cambridge, and commanded the Americans at the battle of Bunker Hill, where the Pepperell Co. lost 16 men. He left the redoubt within push of bayonet of the British, warding off their thrusts by his flashing sword. His son, Judge Wm., succeeded to the estate, and from him it was inherited by his son, Wm. Hickling Prescott, who here wrote a great part of his noble historical works.

Soon after leaving Pepperell the line enters the State of New Hamp

shire. Station, Hollis, 4 M. S. E. of the village of that name (stages to all trains) which gave 250 men to the Continental Armies. Soon after the train enters the city of Nashua (see Route 26).

14. Saybrook to Hartford and Springfield.

To the city of Hartford in 47 M. Fare, $1.05. This route follows the W. bank of the Conn. River, and a seat on the r. side of the car affords pleasing views of the river and the villages on its shores.

For Saybrook Point see Route 8. After leaving Saybrook and crossing the Shore Line R. R. (Route 8), at the Junction, the line runs N. W. through the old limits of Saybrook, with the river close at hand. The soil of this town is enriched by piling thereon great quantities of white-fish, which are caught off its shores, and sold for a trifling sum per thousand. Stations, Essex, Deep River, Chester (rich farming country, with an Episcopal academy dating from 1792), Goodspeed's (village across the river), Arnold's (near which the village of E. Haddam is seen on the E. bank), and Haddam. Near Arnold's, the mouth of Salmon River is seen on the E. bank, and 30 Mile, or Lord's Island divides the Connecticut some distance above. The ancient territory of the "fierce and warlike" Wongung Indians embraced Haddam and E. Haddam. They parted with their birthright for 30 coats, and the land was settled by people from Hartford. Quarries of some importance have been worked here, and the annual catch of shad is considerable. Stations, Higganum (a thriving river-landing and ferry), Maromas, and Middletown.

Middletown (* *McDonough House*, 150 guests), "the Forest City," is a beautiful academic city, built on ground gently rising from the river at the bottom of a great bend. Its maritime interests are along the wharves which run out from Water St.; the seat of trade and of the hotels is on Main St.; while High St. is above all, and is lined with fine houses and carefully kept gardens. The Custom House and Court House (of Middlesex Co.) are plain stone buildings, and there are several handsome churches in the city. The manufactures include pumps, webbing, and tape ($600,000 a year), rules and chisels, sewing-machines, and several companies make britannia and silver-plated ware. The safe and convenient harbor (10 ft. of water at the wharves) renders this the last port on the river for heavy vessels.

The campus of **Wesleyan University** fronts on High St. (which, with its double lines of stately trees, Charles Dickens called the finest rural street he had ever seen). The University appertains to the Methodist sect, and sustains a high reputation. The Eclectic Hall and the Greek-letter chapter-houses are worthy of notice. Besides the old buildings in the usual Novanglian style, there are three fine new

edifices of Portland sandstone. Rich Hall contains the library of about 40,000 volumes. Judd Hall (the gift of Orange Judd, the agriculturalist) is a finely finished building, containing admirable natural-history collections. Some of these cabinets are unexcelled in America, having been collected and arranged by scientists who have spent years in special studies. Casts of skeletons and parts of colossal animals whose species have long been extinct are arranged here. The Memorial Chapel is a fine work of architecture. Its lower room is used for daily college prayers, while above is the church proper, with memorial windows.

That on the left is in honor of the past students who died as soldiers of the Union, and bears the inscriptions, "The beauty of Israel is slain upon her high places"; "It is sweet and fitting to die for one's fatherland," in the Latin of Horace; "The earth is a grave of heroes," in the Greek of Homer. Under the symbolic figure of a pelican are the names of the slain. The Wesleyan Guard (Co. G., 4th Conn. Reg.) went from the University. On the r. opposite is a window bearing portraits of four presidents of the University: Wilbur Fisk, D. D. (1830–39); Stephen Olin, D. D., author of "Travels in the East," &c. (1842–51); Nathan Bangs, D. D., an itinerant minister, 1801–20, agent and editor of the Book Concern, 1820–36, and afterwards President of the University; and A. W. Smith, LL. D., a prominent mathematician. The University has 26 instructors and 250 students.

The * view from the tower of the old chapel is delightful, embracing the bay-like river and its riparian hills, the city below, and the busy quarries at Portland, the long and imposing buildings of the Insane Asylum on a hill in the S., the Industrial School, and the rolling hills to the W. On this hill was the far-viewing fortress of Mattabesick, the aboriginal chief Sowheag, and around its base the Massachusetts immigrants settled in 1653. Brissot de Warville, a French tourist (in 1788), asserted that "from the hill over Middletown is one of the finest and richest prospects in America." The villas and gardens of High St. extend on each side of the campus, and not far from it is the Indian Hill Cemetery, with a handsome sepulchral chapel at the entrance, and fine views from its hills over leagues of farm-studded valleys. Here is buried Gen. J. K. F. Mansfield, who stormed Monterey, was highly distinguished at Buena Vista, fortified Washington City (1861), and was mortally wounded while leading his corps at Antietam. In this vicinity is the Industrial School for Girls, a model institution with fine buildings surrounded by broad lands, where the inmates are given three hours daily for study, and do their own work.

On a high hill 1¼ M. S. E. of the city are the vast and imposing buildings of the **State General Hospital** for the Insane. The main building is of Portland stone, and has a length of 768 ft. with accommodations for 450 patients. It stands on spacious grounds which cover 300 acres of the hill, and commands a fine view of the city and the widenings of the river.

Farther down the river are points often visited by geologists. Feldspar is found here in such quantities as to make it an item of trade, as it is used in making porcelain. The lead mines so actively worked during the Revolution have long been abandoned.

On Main St. near the McDonough House is the **Berkeley Divinity School**, an Episcopal institution under the presidency of Bishop Williams. It was founded in 1850, has graduated 350 men, and has six professors and 25 students. The Chapel of St. Luke is a small but beautiful Gothic structure, built of stone and adorned with rich stained windows. The students attend service in gowns, and their singing is fine. Near by and on Main St. is the elegant Church of the Holy Trinity (Episcopal) built of Portland stone, with a graceful timber roof. The N. and S. Congregational churches are fine buildings, and Main St. has three banks, built in the style of bank-architecture peculiar to New England, — with one high, solid story, of stone or brick. The quaint little Parthenon which is used for a Court House is on the same street.

Near the N. end of Main St. (with its large Roman Catholic church) is the pier of the Portland ferry. The quarries of red sandstone at Portland are of continental fame, and are situated near the pier at the other end of the ferry, whence also is gained a fine view of Middletown and the graceful Air Line Railroad bridge. The first quarry approached is the deepest, and from the sharp edge of the hill one can look down into a vast chasm from which has been taken the material for hundreds of fine buildings, and for fronts of long blocks in nearly every Atlantic city. The second quarry is the largest and oldest; and beyond this is a third. These works employ 800 men, great numbers of draught-animals, and 40 vessels. The stone is easy to work, of a durable character, and of a rich shade of brown.

The Air Line of the N. Y., N. H. & H. R. R. runs from New Haven to Middletown and Willimantic. A branch line runs from Berlin to Middletown. The Meriden, Waterbury and Conn.-River Railroad runs from Waterbury through Meriden to Cromwell, 30 M.

The steamers between Hartford and New York stop at this point, generally late in the afternoon, and then proceed down the river, from whose mouth Middletown is 34 M. distant.

After leaving Middletown the Conn. Valley Railroad runs N. about 15 M. passing through the towns of Cromwell, Rocky Hill, and Wethersfield, and enters the city of Hartford. Beyond Hartford the Conn. Central R. R. runs through the town E. of the Conn. River, to Springfield, in 1½ hours. This is now the Springfield Division, N. Y. & N. E. R. R. (See page 139 *b*.)

15. New Haven to Northampton.

84 M.

This line is often called the Canal R. R., since it follows the line of the old Farmington Canal for a considerable distance. It runs through a quiet agricultural country, and terminates near the W. centre of Massachusetts, on the line of the Mass. Central R. R. Shortly after its completion in 1849 it was leased by the New York and New Haven R. R. for 20 years, and on the expiration of that time it reverted to the original proprietors.

The line passes West Rock soon after leaving New Haven, and enters the valley of Mill River, which it follows for nearly 20 M. The town of Hamden, which is soon entered, is in a valley between the W. Rock Mts. and the E. Rock Mts., two ranges which run N. nearly parallel until they unite in Southington, and then advance into Massachusetts. Mt. Carmel (near the station of the same name) is a lofty spur from the E. Rock

Range, and is composed of greenstone. Hamden is a quiet country town, on fertile lands. The stations, Cheshire and Milldale, are in the town of Cheshire, a picturesque farming district, in one of whose villages is situated the Episcopal Academy of Conn. (military), which dates from 1801. Plantsville and Southington are in a town by the latter name, formerly noted for extensive tin-ware manufactories, but now depending on iron-works. Station, Plainville, with the Farmington Canal on the r. and the Blue Hills on the l. At this point the New York and New England Railroad crosses the present route. Station, **Farmington.** The village is seen about ½ M. away in a beautiful situation near the broad, rich meadows of the Farmington River. A broad and shaded street 2 M. long composes the village. This fair and fertile valley was the Tunxis of the Indians, who dwelt here in great numbers. Many of their cemeteries and fishing-places have been found. The land was bought from them by immigrants from Boston and Roxbury, who settled here in 1640. It was the pastor of this village who preached to the troops marching to Boston in 1775, from the text, "Play the man for your country, and for the cities of your God; and the Lord do that which seemeth him good."

From Farmington a branch track runs to New Hartford (14 M.), by the stations Unionville, Burlington, Collinsville, and Pine Meadow. At Collinsville (*Valley House*), the Farmington River is dammed, and affords a great power which is used by extensive works for the manufacture of axes and edged tools. The business was founded by Mr. Collins, and now employs 700 men, who, with their families, make up a populous village. 15,000 steel ploughs are sent out yearly to all parts of the world, and 200,000 Brazilian hoes have been made here in one year. Vast numbers of Mexican machetes are turned out, and more axes than at any other factory in America. Here, also, were made the pikes for John Brown's raid on Virginia.

At Collinsville the Conn. Western R. R. forms a junction with the branch.

Beyond Farmington is Avon, a pretty village, where Silliman found "remnants of primeval New England customs." On the E., Talcott Mt. is plainly seen, with a lofty tower on its top. (See Environs of Hartford.)

Station, Simsbury, in the town of Simsbury, which was settled in 1670 on the Indian lands of Massacoe. During King Philip's War the colonists buried their goods and fled, but the town was destroyed by the Indians and left so long neglected that the wilderness reclaimed it, and the returning settlers never found their buried treasures. On a hill W. of the track is the principal village, ambushed in trees. Just before reaching Granby, the next station, the Farmington River, which has followed the track for 15 M., turns sharply to the S. E. through a pass in the mountain, and flows down into the Connecticut. Station, **Granby** (three small hotels in the town), in a rugged farming town. Here was located Newgate Prison (State of Conn.),— a grim pile on the top of Copper Hill, where the prisoners were confined in the cavernous shafts and passages of a copper-mine, — abandoned in 1760. Some of the convicts lived

60 ft. below the earth's surface, amid unceasing darkness. The mouth of the main shaft was covered by a massive stone building, and the prisoners were guarded by 20 soldiers. This subterranean labyrinth served for a State Prison from 1775 to 1827. The State says that the average mortality during that period was less than that in the other American prisons, but harsh stories went abroad about the gloomy caverns of Newgate.

Soon after leaving Granby the line enters Massachusetts, and runs along Congamuck Pond to *Southwick* (Union Hotel), an elevated farming village. On the W. is the picturesque mountain-town of *Granville*, devoted to farming and dairies (stages from Westfield, 10 M.). The line now descends to the lowlands, passes through **Westfield** village, and crosses the Albany R. R. (Route 25) and the Westfield River. A branch line runs thence 10 M. N. E. to Holyoke. Southampton is under the shadow of high hills. After leaving the latter place, the long ridge of Mt. Tom looms upon the r., while Pomeroy's Mt. is farther away on the l. **Easthampton** is now reached (*Mansion House*). This is the seat of Williston Seminary, which has been endowed with $250,000 by Hon. Samuel Williston, who has also given $125,000 to Amherst College, large sums to Mt. Holyoke Seminary, and has 3 times rebuilt the Payson Church in Easthampton. He began business by making buttons at home with his wife's aid, after which he perfected machinery, and erected a factory.

The manufactures of this town are thread, buttons, suspenders, and elastic goods. It has 4,200 inhabitants, banks, library, 4 churches, and a costly town-hall with a memorial tower. The scenery here is beautiful; and the *Mansion House* ($8–12 a week) is a favorite summer-hotel. A branch railroad leads to Mt.-Tom Station, 3 M. N. E. on the Conn.-River R. R. (ferry to Mt. Holyoke).

The train runs N. by the great bend of the Connecticut, with Mt. Holyoke visible on the r., and passes through **Northampton** and Florence (see page 159). It then goes N. W. by *Leeds* (sewing-silk factories) and *Haydenville* (brass-works), to **Williamsburg** (*Hampshire House*).

Daily stages run 6 M. N. W. from Williamsburg to agricultural *Goshen* (Highland House), with rare minerals in its rugged mountains; to *Swift River;* 12 M. to **Cummington** (*Union House*), a lofty mountain-town, devoted to grazing and dairies, and enriched by a library given by Mr. Bryant; 22 M. to *Windsor;* and 30 M. to *Hinsdale*, on the Albany R. R. Daily stages also 7 M. W. to *Chesterfield* (Clapp's Tavern), a grazing mountain-town, famous for its rare minerals; 13 M. to *Worthington*, a grazing town; 20 M. to *Peru*, a decadent and highly picturesque mountain-town, 4 M. from Hinsdale.

William Cullen Bryant, born at Cummington in 1794, is one of the leading poets of America. His verses were published before he was ten years old, and the grandly solemn poem of "Thanatopsis" was written while he was in his 18th year. For most of the time from 1815 to 1825 he was a lawyer in W. Mass.; but in 1826 he connected himself with the "New York Evening Post," and lived at Roslyn, Long Island, until his death, in 1878.

The New Haven and Northampton R. R. has been extended from Northampton to Whately, S. Deerfield, and Shelburne Falls, where it connects with the Hoosac-Tunnel route (page 178 *a*).

16. Bridgeport to Winsted.

Via Naugatuck Div. N. Y., N. H., & H. R. R. in 62 M. Fare, $1.85.

4 M. from Bridgeport the train crosses the broad Housatonic River. At Naugatuck Junction the rails of the Shore Line Railroad are left, and the line turns to the N. E. and follows the Housatonic as far as Derby. The village of **Birmingham** (*Basset House*) is picturesquely located on a high headland at the junction of the Housatonic and Naugatuck Rivers. Commerce was formerly carried on on a large scale from this point, its vessels running to the West Indies, but manufactures have now taken possession of Derby. Great numbers of pins, tacks, brads, corsets, stockings, and melodeons (Sterling's) are made here. The great Housatonic Dam is about ¾ M. from the village and affords an immense water-power. It cost $500,000, and was three years in building, being constructed of solid masonry in the form of an arch, with the convex surface turned toward the pressure of the stream. The dam is 600 ft. long, and has 23 ft. fall, and the heavy roaring of the plunging waters can be heard miles away at night.

Gen. David Humphreys was born at Derby in 1752. He was Washington's aide, and long resided at Mount Vernon, after which he was minister to Portugal and Spain, and commander of the Conn. militia.

Isaac Hull was born here in 1775. He entered the navy, and in 1800 captured Port Platte, in Hayti. He distinguished himself in the Tripolitan War, and in 1812, commanding the "Constitution," he escaped from a British squadron in hot pursuit, by warping his ship ahead during a calm. A month later he met the British frigate "Guerrière," and captured her after a short, sharp action. Gen. Wm. Hull, born here, 1753, was condemned to death in 1812, for surrendering the Army of the Northwest, at Detroit, but President Madison pardoned him.

An omnibus runs from Birmingham to its sister-village of Ansonia, passing along breezy heights which afford fine views of the Naugatuck Valley and the rural homes of Derby scattered on the Trans-Naugatuck hills. In the N. end of Birmingham a small Green is passed, with a Saxon-towered Episcopal Church, and near it are churches of the Methodists, Congregationalists, and Catholics.

A Railroad runs from Ansonia to New Haven direct.

Ansonia (*Dayton House*), the next station beyond Derby, is a thriving borough near the falls in the Naugatuck. It was founded in 1838, and has become the seat of numerous rolling-mills and foundries, and manufactories of clocks, lightning-rods, and brass wares. Some fine mansions are built on the heights over the river, and from near the tall stone church is gained a neat valley-view, embracing a great part of the old Indian domain of Paugussett.

At Seymour, the next station, is a small village founded by Gen. Humphrey in 1810, for the manufacture of cotton, paper, and woollen goods. For the latter purpose he had imported large flocks of Spanish merino sheep.

Beacon Falls has a water-power which is used by factories making a great number of woollen shawls. Station, Naugatuck, which is the

seat of the Goodyear Glove (and Rubber) Co., a Pin Co., and of Tuttle's Works, which turn out 400,000 rakes and hoes each year. Naugatuck is derived from the Indian phrase, Nau-ko-tunk, meaning "one large tree," from a lofty and prominent tree which once stood on the Rock Rimmon, near the Falls Station. Union City, and Waterbury (see Route 11).

Junction is formed here with the New York and New England Railroad, and also with the Watertown Branch. **Watertown** (*Warren House*), about 6 M. distant, is a quiet village in a very picturesque hilly farming town.

Stations, *Waterville*, *Plymouth* (near quarries of white granite), and *Litchfield*, 4 M. by stage from **Litchfield** (**Lake-View House*, on West Hill, open June 20 – Oct. 1; *United States*), a lovely summer-resort, with scores of rural villas, and 500 summer visitors annually.

The *Shepaug R. R.* runs hence S. W. to Hawleyville (32 M.) and Bethel, connecting with other lines. This village is the county-seat of Litchfield Co., and once claimed jurisdiction to the Mississippi River.

The Royal Charter of Connecticut in 1664 defined that colony as "all that part of His Majesty's dominions, in New England, in America, bounded the E. by Narragansett Bay, . . . on the N. by the line of the Massachusetts Plantation, and on the S. by the sea. And in longitude . . . from said Narragansett Bay on E. to the South Sea on the W. part, with the islands thereunto belonging." Subsequently royal grants detached from this vast belt parts of New York and Pennsylvania, although much of the tract in the latter State (including the Valley of Wyoming), was settled from Conn. At the close of the Revolution the State ceded this, her western domain, to the Union, reserving a tract on the S. of Lake Erie, as wide as Conn. and 120 M. long, and comprising 4,000,000 acres. Of this land 500,000 acres (the "Fire Lands") were granted to the towns which had been destroyed during the war (New London, Fairfield, &c.), and the remainder of the Western Reserve was sold to a real-estate company for $1,200,000, which sum was carefully invested as the school and church fund of Connecticut.

The village of Litchfield is situated on a broad plateau, 1,100 ft. above the sea, and consists mainly of two broad and embowered streets, which cross each other at right angles. The hotels and county buildings are near the intersection of these avenues, and front on a pretty Green, which is adorned by a soldiers' monument. Beneath the words "Pro Patria" is a list of nearly 60 men of Litchfield, who died in the armies of the Union. 3 M. from the village, on the S. W., is **Bantam Lake**, containing 900 acres, the largest lake in the State, the haunt of many fish, and scarcely yet invaded by the factories, which have ruined the charm of so many of the New England lakes. Near North St. (to the l.) is Prospect Hill, from which a fascinating * view is offered, embracing the wilderness of high hills which surround the plateau and stretch away in the W. Bantam Lake is seen, silver-shining between its sinuous shores, about a mile distant, and the great elms and old mansions of Litchfield are on the plain above it. Near the corner of North St., with the road diverging to the hill, was the Beecher mansion, which has been moved (1872) to Spring Hill (near the end of N. St.), where it forms a part of Dr. Buel's (private) asylum for the insane. On South St. is the old Wolcott Mansion, built about 1760, by Gov. Wolcott (see Windsor), and

where was born Oliver Wolcott, an officer of the Continental Army, Secretary of the U S. Treasury (1795–1800), Gov. of Conn. (1818–27). His grand-neice, Miss Alice Wolcott, now dwells there. The leaden statue of George III., which stood on the Bowling Green in New York City, was brought to this house, and melted into bullets by the Governor's daughters. Many other solemn old colonial mansions are along the roads, and French roofs have not yet invaded this dignified seclusion. This air of antiquity, together with the balmy, cool, and salubrious breezes which dwell among these hills, have given Litchfield a high place among the restful and unfashionable of the summer-resorts.

Stages run to *New Preston* from Washington Depot, 4 M., and from New Milford, 7 M. The Island House, at *Bantam Lake*, is a comfortable summer-resort. Daily stages run 15 M. N. W. to Cornwall Bridge, on the Housatonic Railroad.

Lake Warramaug, near New Preston, is reached by semi-daily stages (4–5 M.). It is 15 M. around, and winds among green wooded hills, "a modified kind of Lecco or Como." Summer-board at $8–12 a week, at the Loomarnick, Beeman's, Hopkins's, Sherman's, &c.

Among the pleasant drives in the vicinity is that to Bantam Lake, with its umbrageous groves (2–3 M.); to Mount Tom, and to the village of Morris, with a quaint old country inn, unchanged since the colonial days (5–6 M.). From Mt. Tom, on a clear day, the Catskill Mts. may be seen, and on the E. the hills beyond the Conn. River.

Litchfield was bought of the colony of Conn. in 1718, for about £300, and was settled in 1720. The village was surrounded by a palisade, lest the Indians should return in force to their ancient and favorite hunting-grounds of Bantam. In 1784, Judge Tapping Reeve (who married Aaron Burr's sister) established a Law School here, and in 1798, James Gould, Judge of the Supreme Court of Conn., joined him, and remained 40 years. This was then the most renowned law school in America, and 474 lawyers were educated here. The first Young Ladies' Seminary in the Union was established at Litchfield. The town has produced many able men, chief among whom are Beecher and Bushnell. Lyman Beecher, D. D., "the father of more brains than any other man in America," was pastor here 1810–26. Of his many illustrious children, the most famous is

Henry Ward Beecher, born at Litchfield in 1813. He was educated at Lane Seminary (Cincinnati), of which his father was president. From 1837 to 1847 he was settled in Indiana, and in the latter year he became pastor of the Plymouth Church, in Brooklyn.

Mrs. Harriet Beecher Stowe, daughter of Lyman Beecher, was born at Litchfield in 1812, and married Rev. Calvin E. Stowe in 1832. In 1852 she published "Uncle Tom's Cabin," an antislavery novel, which sent a thrill throughout the republic and the world. She has since published "Dred," "Agnes of Sorrento," "The Pearl of Orr's Island," and many charming stories of New England life.

After leaving Litchfield the train stops at **Torrington** (founded by Gov. Wolcott in 1802), the seat of large woollen-mills, brass-works, and manufactories of plated goods. In this town, John Brown, of Ossawatomie, the invader of Virginia, was born in 1800. Station, *Burrville*, after which the train reaches

Winsted (*Beardsley House*), a long, narrow village between steep hills on the line of Mad River. Iron and steel works abound here; pins, scythes, hoes, clocks, and other articles are also made. *Long Lake*, 3½ M. long, and *Little Pond*, lie high on the plateau;

and Mad River falls 200 ft. in 2 M. Winsted has 3 banks, 3 newspapers, and 5 churches. It is the home of Rose Terry Cooke, who (article "Mytown," in "Harper's Magazine," Vol. 55) highly praises its landscape beauty.

At Winsted the Naugatuck R. R. forms a junction with the Conn. Western R. R. running from Hartford to Millerton on the Harlem R. R. (Route 20).

17. New York to the Berkshire Hills.

By the N. Y., N. H. & H. R. R. to S. Norwalk, and the Danbury and Berkshire Divisions of that line.

The Berkshire Division runs from New Haven to *Botsford* (the old New Haven & Derby Railroad), and thence up the old Housatonic road to Berkshire. It passes through **Newtown** (*Grand Central Hotel*), on a high hill in the Pataluck country; crosses the N. Y. & N. E. R. R. at *Hawleyville*, and also the Shepaug, Litchfield & Northern R. R., and at *Brookfield Junction* meets the line from New York and Danbury.

The train from New York leaves the Consolidated Line at S. Norwalk, and runs thence N. to *Danbury* (see pages 114, 115).

The *Shepaug Railroad* is 38 M. long. *Washington* is a beautiful village of summer-cottages. At New Preston, stages connect for Warramaug Lake (page 113). *Bantam* is close to Bantam Lake.
Daily stages run from New Milford 12 M. to Lake Warramaug.

Beyond *Brookfield*, the track crosses the Housatonic River and stops at **New Milford** (*New England House; Weaminaug Hotel*, 150 guests; summer only), a pretty village near the junction of the Housatonic and Aspetuck rivers, with a wide, verdant common and well-shaded streets. A silver-mine was worked here in 1790, and much marble and slate has been quarried in the hills. At present, factories for wood-finish, pottery, hats, and boxes sustain the place, which is furthermore the principal centre of the tobacco trade in the valley. Stations, Merwinsville and **Kent** (restaurant in the station; Elmore House). This sweet valley was the home of the Schaghticoke Indians, and here the Moravians founded a mission. The cause which more than any other forced the Christian tribes of New England to lose their identity by miscegenation operated in full strength here. 100 men of this tribe joined the Continental army, and but few of them ever returned. So several negroes and a few poor whites joined the community; and from the combination arose the present representatives of the tribe, who plough and plant, wear trousers, go to church, and otherwise are such Indians as Massasoit never dreamed of. President Woolsey, of Yale College, has spent much time with this fragment of the Schaghticokes. On a lofty plain near Kent (ascended by a long and arduous road) are the *Spectacle Ponds*, — two lakes surrounded by forests and connected by a short strait. From the round hill above the N. Pond the fittingness of the name is clear.

The next two stations are in Cornwall, which town was sold in 1738 for $1,500 (46 square M.), and settled in the same year. It is in a double sense the roughest township in the county. S. Cornwall is situated in a deep valley, and here a Foreign Mission School was founded in 1810. In 1820 there were 19 Indians and 6 Pacific-Islanders studying at the school, and here, in 1818, died Obookiah, the gifted Hawaiian.

Daily stages run from Cornwall Bridge to Litchfield and Sharon, and from W. Cornwall to Goshen and the villages of Cornwall.

Goshen is a lofty town, in which are 5 ponds, and Ivy Mt. (the highest in the State). It is distinguished for the rich English dairy cheese (a staple of Litchfield County) which it produces. Here, in 1800, was born Daniel S. Dickinson, an eminent jurist, and senator from New York.

The train now runs along the narrow valley of the Housatonic with the ridge of Sharon on the W. Just beyond that ridge, and extending thence to the N. Y. line, is a rich and fertile valley.

Station, **Falls Village** (*Falls-Village Inn*).

The *Great Falls of the Housatonic* are near the village, and form a fine sight, the river plunging over rocky ledges for 60 ft., with a tremendous roaring. A fine view of the falls is obtained from the wagon-road on the west side of the river. The railroad repair-shops are on the site of the Ames foundries, which produced some of the heaviest iron fortress-cannon during the War of 1861-65. When President Dwight wrote so enthusiastically of these Falls (about 1800) they were surrounded by the fitting adjuncts of a great primeval forest. 1½ M. N. W. of the village is *Mt. Prospect*, whose cleared summit is gained by a rude wood-road, and affords a view of the broad valley of the Housatonic. At the foot of Prospect is a remarkable group of rocks, the darkest, deepest nook of which is called the Wolf's Den. W. of the village is the far-viewing Gallows Hill, where, according to the tradition, the corpse of a negro was once found hanging from a tree, and no one ever knew how he came there, or who he was.

Daily stages to Lime Rock. Station, Canaan (two country hotels), a small village situated on the upper edge of the valley of the Blackberry River, with the great, ridgy mass of Canaan Mt. on the S.

The Conn. Western R. R. crosses the present route at Canaan, and runs W. through the rare scenery of **Salisbury** (see Route 20). At the next station (Ashley Falls), the line enters the County of Berkshire and State of Massachusetts. For the remaining 35 M. of this railroad line see the "Berkshire Hills" (Route 23).

18. S. Norwalk to Danbury.

Via Danbury Div. N. Y., N. H., & H. R. R. in 24 M. Stations, *Norwalk, Winnepauk, S. Wilton, Wilton, Cannon's, Georgetown, Branchville.*

Ridgefield, on a short branch, is a lovely rural village, and is situated on a lofty ridge crowned with ancient trees, and overlooking the Sound.

During Tryon's raid into the State (May, 1777), the militia withstood the Hessians behind a barricade in Ridgefield. It cost Tryon 170 men to take the frail defence, but Gen. Wooster, the American leader, was mortally wounded. S. G. Goodrich was born here in 1793. He wrote 170 books, most of which were under the name of "Peter Parley." His works attained the enormous sale of over 7,000,000 volumes. His brother, Rev. C. A. Goodrich, and his son, F. B. Goodrich ("Dick Tinto"), have also won fame as authors.

Station, *Redding*, where Putnam's rude eloquence quelled the revolt of the Conn. line (1779). Joel Barlow, born here in 1755, some time minister to France, was author of a fine, but forgotten epic, the "Columbiad." In 1783–86, he was one of the authors of the "Anarchiad," in connection with David Humphreys, Jonathan Trumbull, and Timothy Dwight, concerning which transatlantic critics wrote the pasquinade beginning,

"David and Jonathan. Joel and Timothy,
Over the ocean set up the hymn of the —"

Crossing Bethel (junction of the Shepaug R. R.), the train enters **Danbury** (Wooster House, Turner House).

Danbury was "ankle-deep in pork-fat" in May, 1777, when Tryon's Hessians had destroyed the army supplies collected here. It is said that, as the raiders were advancing up a hill near by, a reckless farmer rode to its crest and shouted, "Halt, the whole universe, break off by kingdoms!" Alarmed at such a formidable force, the Hessians halted, threw out artillery to the front, and deployed a line of skirmishers. In 1764 Robert Sandeman came to Danbury (where he died in 1771), and founded a sect on the dogma that "faith is a bare belief in a bare truth." In 1870 there were 20 members of this church in the U. S., and they were divided into 2 sects.

The first American hat-factory was started here in 1780, when Zadoc Benedict, with 3 men, made 3 hats a day. Now there are 20 companies in the business, with $500,000 capital, which make 45,000,000 hats a year.

The city has 17,000 inhabitants, 9 churches, 4 banks, a public library, the county buildings, and a great school, of which Danbury is justly proud. Main St. is 1½ M. long, and from Deer Hill a neat view of the town is gained. Lake Kenosha (2 M.) is a favorite resort, and is a pretty lake, with good boating and fishing. Powerful water-works supply the borough.

Near Danbury is a pretty cemetery of 100 acres, containing a monument 40 ft. high, erected by the Masons of Conn. to Gen. Wooster. He founded the first lodge in the State (Hiram, of New Haven), and was shot at the Ridgefield fight. A monument is raised to 67 soldiers (in the Secession War) of Danbury, who are buried elsewhere.

"They sleep their last sleep, No sound shall awake them
They have fought their last battle, To glory again."

19. Boston to New York. Norwich Line.

By the New York and New England R. R. (from foot of Summer St.) to Norwich and New London, and thence by steamboat.

After crossing the S. Boston flats the line runs through populous Dorchester, Hyde Park, and Dedham (page 62), with fine views of the Blue Hills. It then crosses bright Norwood, the busy town of Walpole (intersecting the Old Colony R. R., N. Div.), and rural Norfolk.

Franklin (*Hotel Crescent*) is a pretty village with a paper, 5 churches, a bank, high-school, and public library. It is the seat of the richly endowed Dean Academy, whose building cost $150,000. This town contains over 200 farms, and manufactures straw hats, &c.

A battle with the Indians took place here in 1676; and in 1778 the town was named in honor of Benjamin Franklin, to whom (then in Paris) a hint was conveyed that a good church-bell would be acceptable in return for this honor. He sent 500 books (still preserved), observing that the people were probably "more fond of sense than sound." Nathaniel Emmons, D.D., one of the leaders of the Hopkinsian school of theology, was pastor here for 54 years (1773-1827). Horace Mann, the educationist, A. D. Richardson, the journalist, and Theron Metcalf, the jurist, were born at Franklin. A railroad runs S. from Franklin to W. Wrentham, Cumberland, and Providence. Another line runs W. to **Milford** (*Milford Hotel*), **Hopkinton**, and **Ashland**.

Stations, *Wadsworth*, near S. Franklin; *Woonsocket Junction*, where the Woonsocket Division is intersected; *Blackstone*, where the Prov. & Wor. R. R. is crossed, and whence daily stages run to Slatersville; *Millville*, and *Ironstone*, in the picturesque Blackstone valley; *E. Douglas* (axe-factory), and **Douglas** (*Dudley's Hotel*, over a century old), a land of lakes and highlands, with 5 churches, a paper, library, and high-school.

From *E. Thompson* station the Webster & Southbridge Branch diverges to the N. W.; runs near the picturesque Lake Chabonakongkomon; crosses the Norwich & Worcester R. R. at Webster; returns S. W. into Connecticut to Quinnebaug and New Boston; passes *W. Dudley*, 2½ M. W. of the lofty hamlet of Dudley, the seat of the Nichols Academy, in a rich farming town; and terminates at *Southbridge*, a busy manufacturing village on the Quinnebaug River, with a bank, paper, library, high-school, 7 churches, a large French population, and manufactories of cottons, woollens, worsted, muslins, spectacles, shoes, and cutlery. The town has 8,000 inhabitants, and its surface is highly diversified.

Daily stages run to **Sturbridge** (*Central Hotel*), 3¼ M. N. W., and *Fiskdale* (Fiskdale House), 2 M. beyond. This town contains 2,200 inhabitants, 3 churches, a library, a soldiers' monument (for 27 dead), and manufactories of cotton and woollen goods and augers. *Brimfield* (page 130) is 5 M. W.

After crossing diagonally the large town of Thompson (much visited in summer), the train passes on the rails of the Norwich & Worcester Division, at Putnam (a village containing several cotton and woollen factories.)

A daily stage runs from Putnam to **Woodstock,** starting generally late in the afternoon. Elmwood Hall, at Woodstock, is a fine summer hotel (opening June 15), surrounded by pleasant lawns. From this mountain village are obtained noble views. "It is a miniature Mount Holyoke; and its prospect, the Connec-

ticut Valley in miniature." Woodstock Lake is a beautiful sheet of water. Near by is Henry C. Bowen's famous estate of **Roseland Park**; and many pretty summer villas are in this region. The local polo club has a high renown.

S. W. of Woodstock (passing Crystal Lake on the way) is **Ashford,** a secluded rural town. Here was born Thomas Knowlton, who fought in the six campaigns ending in the conquest of Canada, and then in the Havana expedition. He led the Ashford minute-men to the lines at Cambridge, and fought with them at Bunker Hill. While commanding a light infantry reg. he was killed at its head in the battle of Harlem Heights (1776).

His grand-nephew was the knightly Lyon. Nathaniel Lyon was born at Ashford in 1819. He was engaged in the Florida War, the Mexican War (wounded at the Belen Gate of Mexico City), and the Kansas Free-State War. In May, 1861, while commanding at St. Louis Arsenal, with a handful of Regulars and several regiments of loyal Missourians, he captured a large rebel camp and army near the city. By rapid movements and hard blows, he saved Missouri to the Union, but was at last confronted at Wilson's Creek by a force 4 times as large as his own, composed of disloyal Missourians, Arkansians, and Texans. Disdaining to flee, he led his little army again and again to the attack, until he was shot dead while heading the foremost files of a charging regiment. He left his fortune ($30,000) to the government, to aid in putting down the rebellion, and after a solemn triumphal transit across the country his body was laid to rest in the village churchyard at Eastford.

The people of Ashford were ultra-orthodox in the old days. One day while they were whipping a nonchurch-goer on the public Green, a stranger rode up and cried, "Men of Ashford, you serve God as if the Devil was in you. Do you think you can whip the grace of God into a man? Christ will have none but volunteers." Then he spurred away, leaving the little Inquisition of Ashford astounded, confused, and ashamed.

In 1773, Eliphalet Nott, D. D., the distinguished educator, and President of Union College (1804–66) for 62 years, was born at Ashford. Galusha A. Grow was born at Ashford in 1823.

Stations, Dayville and Danielsonville, busy villages engaged largely in the cotton manufacture (the former turning out 240 miles of fancy cassimeres and 540,000 yards of cotton cloth yearly). These stations are in the large town of Killingly, which occupies part of the Indian districts of Attawangan and Minnetixit.

This region is rich in Indian traditions, the most curious of which is attached to Mashapaug Lake, ½ M. N. of Daysville. Far back in the ante-colonial days, the Indians were accustomed to hold revels on a hill on the site of this lake. But once, after a merry-making four days long, the Great Spirit became offended at their riotous orgies, and, as he struck out the foundations of the hill, it sank in deep waters, carrying down all the assemblage of the feasters. Of all the tribe one woman alone was saved on an island which still stands in the lake. On still, clear days, a great submerged forest may be seen under the deepest waters. A village of the Narragansetts once gave the Nipmucks (who inhabited this district) a grand sea-shore feast of clams and fish. The next year they were invited into this hill-country to eat venison in the wigwams of the Nipmucks. But a quarrel arose during the feast, and the guests from the sea-shore were massacred. The Narragansett tribe took action on the matter, and marched a strong force into the Nipmuck country, only to receive a severe defeat at the fords of the Quinebaug.

5 M. W. of Dayville is **Pomfret**, which was settled by Roxbury (Mass.) people on the rich lands of Mashamoquet, in the year 1687. In Pomfret is the Wolf Den, where the intrepid Putnam descended in the darkness, alone, and killed a great wolf which had been the terror of the town.

S. of Pomfret and 4. M. W. of Danielsonville is the pretty village of **Brooklyn** (Putnam House). This is the county-seat of Windham Co., and has a refined and cultivated society, while its broad streets are lined with stately trees and fine mansions. The Unitarian Church, on the Green, is the only church of that sect in the State, and the building is more than a century old.

Israel Putnam, born at Salem, Mass., in 1718, settled within the present limits of Brooklyn in 1739. From 1755 to 1762, he fought in the French wars, and was at the capture of Crown Point, Montreal, and Havana. He then returned to Brooklyn and remained there until one day, when he was ploughing on his farm, the news of the battle of Lexington came down the country. The plough was left in the furrow as the old veteran sprang on his fleetest horse and rode toward the scene of battle. He raised a regiment in Windham County; was made a maj.-gen. in the Continental Army; and was one of the leaders at the fight on Breed's Hill. He commanded at New York, at Princeton, and in the Hudson Highlands, until he was forced to retire from active service on account of his age. His old farmhouse still stands.

Danielsonville is the seat of extensive factories on the water-power furnished by the Quinebaug River. Cotton cloth and shoe-making are the principal industries.

Stages run thrice daily to Brooklyn, and other lines run to S. Killingly, and Providence (the latter route crosses the State of R. I.).

Stations, Wauregan (village W. of the station). Quinebaug Pond (3 M. long) is a pretty lake, where the "Narragansetts' fishing-light" rises in the form of a pillar of fire, at midnight, once in every seven years. Such is the old legend, and dwellers in the country-side claim to have seen this fiery column blazing over the centre of the pond. The large Wauregan Mills (cotton sheetings) are situated in this village.

Stations, Central Village (with several factories), Plainfield Junction (where the line crosses the Central Division, N. Y. & N. E. R. R.), Jewett City, and Greeneville. At the two latter places are large factories. The Quinebaug River is crossed at Jewett City, and soon after the train passes through a rock-tunnel 300 ft. long. At **Norwich** the cars run on the New London Northern Line, and reach the steamboat wharf at New London late in the evening.

After going on board the steamboat, passengers usually retire, and sleep while she moves through the quiet waters of Long Island Sound. Arising early in the morning, a fine view is obtained of the eastern environs and the city of New York. The boats land at Pier 40, North River, and from the next pier runs the ferry to Jersey City, which enters there the terminal station of the railroads to Philadelphia and Washington.

The Norwich Line also runs to and from Worcester and New York, leaving Worcester at 8 P. M.

The Steamboat Express train leaves Boston at 7.05 P. M., arriving at New London at 10.35. The steamer reaches New York at 7 A. M. The steamboat leaves New York at 5.30 P. M. in winter, and 6 P. M. in summer, and reaches New London, whence express-train reaches Boston at 9 A. M.

The White Train, of white-and-gold, parlor, buffet, and dining cars, runs daily between Boston and New York, leaving each city at 3 P. M., Sundays included, and arriving at 9 P. M. The route is by Franklin, 27½ M.; Putnam, 62; Willimantic, 86; Middletown, 116; New Haven, 140; Bridgeport, 157; S. Norwalk, 171½; to New York, 213.

Boston to Woonsocket and Pascoag.

Trains leave the Boston and Albany Station. Distance to Woonsocket, 87½ M.; Pascoag, 49 M. Fare, $1.32.

The line diverges from the Albany track at Cook St., Newton. **Newton** is a large and picturesque town, abounding in suburban villages. In 1646 the Apostle Eliot came to the Indian village of Nonantum, in this vicinity, and after a formal reception by the aged chief and the medicine-men, he unfolded to them the tenets of Christianity. A large part of the tribe accepted his teachings, formed a church, and adopted the laws and customs of the colonists. Near Newton Centre, on a far-viewing hill, are the buildings pertaining to a Theological Institution of the Baptist denomination. This school is in high reputation, and has grown rapidly since its foundation in 1825. The course of study covers three years.

Stations, Upper Falls, Highlandville, and Needham. Upper Falls is a manufacturing village where the track crosses the Charles River. At Charles River Station the river is again crossed. The line now passes through the towns of Dover, Medfield, Medway, Millis, and Bellingham, twice crossing the sinuous valley of the Charles. Medfield retains the memory of a fierce attack by a swarm of Indians led by King Philip, who "rode an elegant horse." 50 houses were burnt, 20 of the villagers killed, and many made prisoners, but finally the people got an old cannon into position and drove off the invaders. John Wilson, Jr., a graduate of the first Harvard class, was pastor, physician, and schoolmaster of the village from 1651 to 1691. The stations beyond Charles River are Dover, Medfield, E. Medway, Medway, W. Medway, Cary's, N. Bellingham, Bellingham, E Blackstone, and Woonsocket (see Route 10). At Woonsocket a connection is made with the Worcester Div. N. Y., N. H., & H. R. R.

20. Hartford to Salisbury and Poughkeepsie.

Distance, 62 M. to Salisbury; 115 M. to Poughkeepsie.

After leaving the Union Station at Hartford the line runs N. W. towards the high hills which bound the valley of the Conn. Stations, Cottage Grove, Bloomfield, N. Bloomfield, Tariffville, Hoskins, and Simsbury (see Route 15). At this point a connection is made with the New Haven and Northampton R. R. (Route 15). Stations, Stratton Brook, and New Hartford. The latter town was formerly of much importance, being a halting-place on the great western wagon road, from Hartford and S. E. New England to Albany and W. New York. At present it is engaged in the manufacture of cotton and steel goods. Stations, Winsted (see Route 16), W. Winsted, **Norfolk.** This is a pretty village (Norfolk House, $10–12 a week) with mountains on every side. Before the church is a Green, with a monument "to the memory of soldiers of this town who died for their country in the War of the Rebellion." The soil of Norfolk is cold, rugged, and stony, and it is written that, of the 50 proprietors who bought the town in 1742, after inspection of the tract, 49 forfeited their claims and the moneys paid on them. Many summer villas have been built here of late years. The chief boarding-places are Hillhurst (60 guests); Stevens House (75 guests); and Miss E. Gaylord's. To the top of Haystack is 1½ M., by road. From the hills about are obtained views of the Sheffield Mts. through long lowland vistas. The

most prominent elevation in the vicinity is the massive *Haystack Mt.* (footpath to the summit), from which a very extensive prospect is enjoyed, stretching from Mt. Everett in Mass. to the Mts. of New York. About 5 M. from the village are Camel's Falls, which are attractive after heavy rains. The line now follows the valley of the Blackberry River to its junction with the Housatonic, crossing at Canaan Station the Housatonic Railroad (Route 17) and River. After passing the stations, Twin Lakes, Chapinville, Salisbury, Lakeville, Ore Hill, and State Line, all in the town of Salisbury, the line enters the State of New York, and at Millerton connects with the Harlem, the Dutchess and Columbia, and the Poughkeepsie and Eastern Railroads.

Salisbury.

"O, this silence in the air, this silence on the mountains, this silence on the lakes. . . . . On either side, to the E. and to the W., ever-varying mountain-forms frame the horizon. There is a constant succession of hills swelling into mountains, and of mountains flowing down into hills. The hues of green in trees, in grasses, and in various harvests are endlessly contrasted. At Salisbury you come under the shadow of the Taconic Range. Here you may well spend a week, for the sake of the rides and the objects of curiosity. 4 M. to the E. are the Falls of the Housatonic, called Canaan Falls, very beautiful, and worthy of much longer study than they usually get. Prospect Hill, not far from Falls Village, affords altogether the most beautiful view of any of the many peaks with which this neighborhood abounds." (This, and the other quotations under Salisbury, are from Beecher's Star Papers).

Hotels. — *Maple Shade; Rocky-Dell House*, at Lime Rock; *Wononsko* and *Lakeville*, at Lakeville.

The road to Falls Village leads for 2 M. down a narrow valley rich in grain, and then to the E. over bold spurs of Wolonanchu Mt. with Prospect Mt. on the l., and rapidly changing views of the Housatonic Valley. Or, without crossing Wolonanchu, the road down the valley may be followed to the hamlet of Lime Rock and the borders of the Mts. of Sharon.

A favorite excursion is to the Bald Peak on **Mt. Riga.** From Salisbury to the Mountain Pond on Riga it is 4 M. of easy ascent, most of the way along the edge of a ravine filled with resounding, but invisible, cascades. A road leads along the plateau to the base of Bald Peak, whence the ascent must be made by a rude path. The view from the summit is very extensive, embracing on the W. the Oblong, Buck, and Catskill Mts. in N. Y., on the S. the wilderness of high hills which form Sharon, on the E. Canaan Mt., Rarack Matiff, and the lakes of Salisbury, and on the N. Race, Alander, and Everett Mts. in Mass. From the little cluster of houses near the pond on Mt. Riga, one can return to Salisbury, via Lakeville, by a road over the brow of the hill, or by a slightly longer road (8 M.) leading down the side of a water-course with pretty views of the lakes, to *Ore Hill* (4 M.), the centre of the iron-mining industries of the town. There are 5 iron-mines in Salisbury, employing 240 men, and supplying metal to the forges, anchor-works, and foundries which abound on

the streams of N. W. Conn. In April, 1861, the miners of Salisbury sent 100 tons of iron to the government, to be made into cannon-balls. From Ore Hill (which is within 1½ M. of the New York line) the road lies near the railway track, and passes to Lakeville, 2½ M. from the mines. As the road passes the lakes Wononkapok and Wononscapamuc, pleasant views are obtained, and the mts. on the S. rise clearly above their quiet waters. Between the road and the latter lake is seen the stately old mansion of the Holley family, built by the Governor of that name, and the birthplace of Horace Holley, the Unitarian divine, long President of Transylvania University, and of O. L. Holley, the N. Y. lawyer and journalist. On the shores of the same lake are seen the large white buildings of the State Hospital for the Imbecile, where, by skilful treatment, the thought-germs in stricken minds are developed into action, useful instruction is imparted, and many heretofore useless persons are elevated, and sent forth as self-sustaining members of society. The Hospital accommodates about 50 patients, and is situated on a hill which commands fine views of the lake and of Indian Mt. After leaving these charming lakes, a ride of 1½ M. brings one to Salisbury. Mr. Beecher suggests that after leaving Bald Peak, the road may be taken to Brace Mt. and the Dome, "thence to that grand ravine and its wild water, Bash-Bish, — a ride, in all, of about 18 M., and wholly along the mountain-bowl."

Bash-Bish Falls (small hotel), near Copake station, 12 M. from Salisbury, were called by Professor Hitchcock "the most remarkable and interesting gorge and cascade in Massachusetts." A path leads from the Look-off in 5 M. to the peak of **Mt. Alandar, 2,200 ft. high, with a magnificent view.** (See page 153.)

4 M. N. of Salisbury is * "**Sage's Ravine,** which is the antithesis of Bash-Bish. Sage's Ravine, not without grandeur, has its principal attractions in its beauty; Bash-Bish, far from destitute of beauty, is yet most remarkable for grandeur. Both are solitary, rugged, full of rocks, cascades, grand waterfalls, and a savage rudeness tempered to beauty and softness by various and abundant mosses, lichens, flowers, and vines. I would willingly make the journey once a month from New York to see either of them. Just beyond Sage's Ravine, very beautiful falls may be seen after heavy rains, which have been named Norton's Falls." The way to the ravine leads along the under-mountain road (4 M.). Just before reaching a blacksmith's shop at the bridge over a rill from the hills, there is a small hut on the l., and the field-road turns in alongside, by taking down bars. It is best to leave horses outside, and, entering the field, take the first path to the r. and follow the stream up the ravine. The principal falls are know as the Lower, Twin, and Upper Falls (well represented in a series of 12 stereographs). A vague path follows up the l. side of the water (r. bank), "which, if you love solitude, wildness, and

beauty, will be worth all the pains you may take to climb through it. One requires a good foot, a strong hand, and a clear head, and then there is but little danger," though the path is soon lost in a perfect chaos of rocks. Heavy gloves and boots are necessary, and the ascent is not recommended for ladies, although several have accomplished it. An obscure mountain road leads to the vicinity of the upper end of the ravine, but the descent is harder than the ascent.

From Salisbury, by Sage's Ravine, N. into Massachusetts, runs the under-mountain road, along the foot of the Taconic Range, to Sheffield and the Berkshire Hills. From the ravine to Salisbury, visitors sometimes return by way of the Twin Lakes, a longer but pleasanter route.

The * **Twin Lakes** are gained from Salisbury by a road passing along the low spurs of Rarack Matiff Mt., with the isolated mass of Lion's Head on the W. The beautiful lakes of Washining and Washinee are soon reached, and the high hills in the vicinity (Tom's Mt., Boar Mt.) are seen mirrored in them. Near the S. shore of Washinee a road diverges to the l. through the thick pines, to a remarkable cave. This was but lately discovered by a hunting dog chasing a small animal into it, and the hunters, uneasy at his long absence, tore away the *débris* from the hole and entered. At a hut near the cave, where the keys are kept, visitors can get appropriate clothing, lights, and refreshments. The main cavern has been explored for about 700 ft., and its course trends steadily downward. The curious forms assumed by stalagmites are well shown here. In one place a stone lady is seen, facing the wall; in another, vast numbers of stalactitic candles depend from the roof; and numerous other marvels are found by imaginative visitors. The village and station of **Chapinsville** is situated near the lakes. Mr. Beecher speaks of the lake rides as "extremely beautiful. But they should always be afternoon rides; for these discreet lakes do not choose to give out their full charms except at about an hour before sunset."

Rides are taken from Salisbury through the romantic hills of Cornwall and Sharon, and even as far as Great Barrington (N.), and Litchfield (S. E.).

Salisbury was first settled by the Dutch in 1720, who lived in peace with the Indian tribe who held the valley and of whom no relic remains save the quaint names which they gave to lakes and Mts. This was the farthest advance of the timid Hollanders on that Alpine land (the present Mass., Conn., and Vt.), which was portrayed on their maps by a blank white space (as Greenland is on our maps), inscribed with the cool word "Winterberg." The word "Housatonic" has given rise to more controversy among antiquarians and philologists than almost any other Indian word, and one good authority removes it from an aboriginal derivation, and claims that it is a euphonic change of "Westenhok" (Western corner or nook), the name given to the Dutch settlement here as being in a western nook of the rugged hills which stretch away E. toward the Conn. River. But in 1740 the restless Anglo-American wave of advance reached this point. There are no Dutch or Indians there now. *Bear Mountain*, in Sansbury, is 2,354 ft. high.

21. Boston to New York.

The Springfield Route. There are four through express trains daily in 6 to 6½ hours. Distance, 236 M.; fare, $5.00. This is one of the most popular and pleasant of the railway routes to New York, passing through the large cities of Worcester, Springfield, and Hartford, and following the rich valley of the Connecticut for a great distance. Trains leave Boston and New York at 9 and 11 A. M., arriving in either city at 3.30 and 5.30 P. M. These trains have buffet and drawing-room cars. The trains leaving each city at 4 P. M. (and arriving at 10) have dining-room cars. Sleeping-cars on the night-trains. The cars are lighted by gas and heated by steam.

The train leaves the B. & A. depot in Boston (corner Lincoln and Kneeland streets), and passes out over the Back Bay lands. Charles River is approached on the right, and a fine view is given of the compact and more ancient parts of Boston, crowned by the State House dome. Beyond the city, and apparently at the end of the lake-like widenings of the river, the populous heights of Charlestown are seen, while Cambridge lifts her spires on the nearer western shores. The line crosses the town of Brookline, studded with pretty suburban villages, and stops at *Brighton* (Cattle Fair Hotel), celebrated for its great cattle-market. The stock-trains on this railroad bring immense numbers of cattle, sheep, and swine from the West, which are here made into beef, mutton, and pork, for the daily needs of Boston. The sheds, yards, and pens cover many acres, and the business has been increasing for scores of years. As far back as 1837, the yearly sales were $2,500,000. N. of the station is seen the tower on Mt. Auburn, and the U. S. Arsenal at Watertown, on the other bank of the Charles. **Newton** is a city of much beauty of scenery, with 30,000 inhabitants, in 15 villages, most of whose men are in business in Boston. The B. & A. R. R. runs many trains over its circuit route through "the Newtons." Station, *Newton* (Hotel Hunnewell), with 2 newspapers, a public library of 30,000 volumes, the fine stone Channing, Grace, Eliot, and Baptist churches, the pretty Farlow Park, and the monument where Eliot preached to the Indians, at Nonantum Hill. Stations, *Newtonville*, near the beautiful Newton Cemetery; and *West Newton*, a highly cultivated community, half a century ago famous for Free-Soil sentiments.

Auburndale (**Woodland Park Hotel*, a beautiful house, fine cuisine, $3.50 a day), is a lovely village of 2,000 people, on a breezy plateau over the Charles River, which furnishes admirable boating, with hundreds of canoes, shells, wherries, randans, Whitehalls, etc. The great landscape beauty of Newton is at its best here.

From *Riverside* a branch track runs S. to the factories at Newton Lower Falls. Crossing the beautiful Charles River, the train runs by the Blake estate and other pleasant domains in Weston, and passes the inland suburban hamlets of *Wellesley Farms* and *Wellesley Hills*, next reaching **Wellesley**, with its beautiful town hall, not far from Lake Waban, and the famous Hunnewell estate. Wellesley College for girls occupies a park of 300 acres, on the shore of Lake Waban, and has magnificent buildings, a library of 25,000 volumes, and 700 students. It was opened in 1875.

Natick (*Wilson House*) is a shoemaking town of 10,000 inhabitants, near the Charles River. A branch-line runs N. W. 4 M. to *Saxonville*, the seat of blanket and worsted-yarn mills, on the Sudbury River, near Nobscot Hill. *S. Natick* (Bailey's Hotel), 2 M. by stage from Wellesley, is a lovely village near the Pegan Hill, on the Charles River, with 3 churches, Eliot's oak, and an Indian cemetery.

In 1651 the Christian tribe of Nonantum, which had embraced the faith after the preaching of Eliot, removed to Natick, where they formed a government based on the 18th chapter of Exodus, with rulers of hundreds, of fifties, and of tens. Their village consisted of three streets lined with gardens and huts, a building for a church and school, a large circular fort, and a bridge over the river. The Bible was translated into their language by Eliot, and published at Cambridge in 1663 (second edition in 1685), whose title-page read as follows: "Mamusse Wunneetupanatamwe Up Bidlum God Naneeswe Nukkone Testament Kah Work Wusku Testament." But despite the tender care of the colony, the Indian church and tribe suffered the usual fate of inferior races in the presence of Anglo-Americans, and died out from the operation of internal causes.

Just N. of Natick, across the track, and visible from the train soon after leaving the station, is *Cochituate Lake*, from which the water supply of Boston is carried to that city by a long and sinuous aqueduct.

S. Framingham (*Old Colony House*) is an important centre for steam railways, and also has electric railways to Natick, Ashland, and Hopkinton. Its twenty factories make rubber, straw, and woollen goods, chairs, wheels, shoes, etc. Near by are the Lake-View Camp-meeting Grounds, the Sunday-school Assembly ("The Chautauqua of New England"), the Middlesex South Agricultural Grounds, and the encampment and fort occupied every summer by the Mass. militia. The town has 4 banks, 4 newspapers, and 13 churches. **Framingham Centre**, 2½ M. N., has a fine memorial hall and library, and several beautiful estates. On Bear Hill is the State Normal School.

A railway runs from S. Framingham 12 M. S. W. across the shoe-making hill-town of *Holliston* (Hollis House) to **Milford** (*Mansion House*), which makes shoes, straw goods, electric cars, etc., and has famous quarries of pink granite. Milford has 11,000 inhabitants. Storage-battery electric cars run 1½ M. S. W. to *Hopedale*, with 1,200 inhabitants, and the cotton-machinery works of George Draper & Sons. Semi-daily stages run from Milford 3 M. S. W. to **Mendon** (*Adams House*), a picturesque hill-town, near the pretty Nipmuck Pond. Railway trains run from Milford to Boston by Franklin (see page 117), and also through Hopedale, Upton, and Grafton to Worcester.

The Lowell Division runs from S. Framingham to Lowell, 28 M. N. Stations, Framingham and Sudbury. **Sudbury** was settled in 1638, and in 1676 was the scene of a bloody contest, when 70 men, marching to relieve Marlboro', were ambushed here by Indians. 26 of the colonists were killed on the field, and the remainder were captured, and many of them were put to death by terrible tortures. A monument to their memory was erected on the field, by President Wadsworth, of Harvard College, whose father was captain of the defeated party.

In Sudbury was a famous old tavern in the colonial days, which, during the march of the western counties' militia on Boston, was a busy place. This is the "Wayside Inn" of Longfellow's poems, the purer, fairer Canterbury Tales of American literature: —

> "As ancient is this hostelry
> As any in the land may be,
> Built in the old Colonial day,
> When men lived in a grander way,
> With ampler hospitality.
> . . . . . .
> A region of repose it seems,
> A place of slumber and of dreams,
> Remote among the wooded hills."

The characters represented among the story-tellers "around the fireside at their ease" were as follows: The Landlord, "grave in his aspect and attire," was Squire Lyman Howe, of Sudbury. The

> "Student of old books and ways,

was young Henry Wales. The young Sicilian,

"In sight of Etna bred and born,"

was Luigi Monti, American consul at Palermo. The "Theologian, from the school of Cambridge on the Charles," was Prof. Treadwell, of Harvard. The Poet was T. W. Parsons, of Boston, translator of Dante's "Inferno," and author of many short poems. The "blue-eyed Norseman," who bore the Stradivarius violin, "a miracle of the lutist's art," and sang the Saga of King Olaf, was Ole Bull. The inn still stands, 2 M. W. of Sudbury proper.

Beyond Sudbury is *Concord Junction*, where the Fitchburg Railroad crosses the present route Station, Acton (see page 410), whence marched a company of minute-men, who were among the first engaged at the battle of Concord. Their captain was killed at the fight by the bridge. The line crosses the towns of Carlisle and Chelmsford, and stops at Lowell.

Another division of this railroad runs from S. Framingham to Fitchburg. Station, Framingham Centre, built around a level Green, in a large farming town. The great tide of travel between Boston and the West formerly passed through this village, which then had a famous inn. The town hall, old church, and Academy (founded 1792) front on the Green. The line now passes across the farming town of Southboro', and enters fair and fertile Marlboro'. This was the site of the Christian Indian village of Okommakamesitt, and was colonized by Sudbury people in 1655. Its first pastor (1666–1701) "uniformly refused baptism to children born on the Sabbath." At Marlboro' the present route connects with a branch of the Fitchburg Railroad. Northboro' is the next town, and is devoted to farming and cattle-raising. The village churchyard contains the grave of the Rabbi Judah Monis, who renounced Judaism in favor of Christianity in 1722, and became teacher of Hebrew at Harvard College, where he remained till his death in 1761. The train crosses the Assabet River E. of the station, and then passes on through the town of Berlin to Clinton (Clinton House), a busy village at the junction of the Worcester and Nashua Railroad. At Pratt's Junction the Fitchburg and Worcester Railroad is crossed, and the train runs across Leominster, with occasional views of Wachusett Mountain on the W. The central village of Leominster is finely situated. Soon after leaving this station the train reaches Fitchburg.

From S. Framingham the main line follows the Sudbury River, which it often approaches and once or twice crosses. Stations, Ashland (Central House), Cordaville, Southville, and Westboro' (Whitney House). This is the seat of the State Reform School and a large water-cure establishment. 3½ M. S. E. of the station are the *Hopkinton Springs* (small hotel) near the large and handsome Whitehall Pond, abounding in fish. There are three springs, all different, and carbonate of lime and iron are the chief ingredients. This was formerly a fashionable resort, and is on the old Indian domain of Maguncook.

Station, *Grafton* (the Indian Hassanamesit), with 3 small hotels, on a reservation of 4 M. square, given by the colony to a tribe of Christian Indians. *Shrewsbury* is a town just N. of the track, where was born Artemas Ward, major of the 8th Mass. Reg. at the siege of Louisbourg (1758), and commander of the army besieging Boston until the arrival of Washington. Levi Pease was born here, who started the first line of mail stages between Boston and New York (1784), previous to which a fortnightly mail was borne between the two places, in saddle-bags.

Beyond *Millbury* (near New-England Village, and with a branch to Millbury Village, 3 M.), the line runs N. by **Lake Quinsigamond**, a deep and narrow loch, 4 M. long, with 12 islands, boat-houses, villas, restaurants, summer-cottages, &c. Its hotels are the Island House and the

Hotel Eyrie. Dummy cars and omnibuses run hither several times daily from Worcester; and small steamboats run hourly to the Eyrie, King's Point (small hotel), the Narrows, Quinsigamond Park, and Holden's Grove.

Worcester.

Hotels. — Bay-State House, $2.50, corner of Main and Exchange Sts.; Lincoln House, $2.50, Elm St.; Waldo House, Waldo St.; Waverley; **Horse-cars** on Main St., from Webster Square to Adams Square, on Lincoln St.; and on Front St. to the Union Railroad Station.

Hacks, 50 cts. each passenger within the mile circle. *Herdics* run regularly on Main, Front, and Pleasant Sts., &c.

Stages to Quinsigamond, S. Worcester, Shrewsbury (5 M.), Leicester (6 M.), and Paxton (8 M.), Coldbrook, and Barre.

Railroads, to Providence (Route 10), Norwich, Nashua (Route 13), Albany (Route 22), Barre, Gardner, Fitchburg, Boston, and Lake Quinsigamond.

Worcester, the second city in wealth and population in the Commonwealth, and the capital of Worcester County, is situated among a group of hills on the Blackstone River. Its manufacturing interests have risen rapidly to a commanding position, being favored by the central location of the city, and the large railroad system converging there. The population is over 85,000. There are 46 churches, and 5 societies of Irish, 3 of Germans, 2 of French-Canadians, and others of English and Swedes.

Worcester claims the name of an academic city, in virtue of its numerous fine schools. Its *Classical and English High School* employs 4 masters and 5 assistants, and has a noble building, which is surmounted by a graceful tower terminating in a spire. This tower is a copy of one of the best European campaniles, but is unfortunately too slender in comparison with the heavy mass of the building. Near Main St. on the S. is the celebrated *Oread Seminary* in picturesque stone buildings located on a hill and surrounded by trees. The castle-like structure, with embattled towers, on a commanding hill S. E. of the city was built for a Medical School, but is now used as an academy under the care of the Baptist Church. The Roman Catholic *College of the Holy Cross* occupies an extensive range of imposing buildings on Packachoag Hill, 2 M. S. of the city, and is well attended by the youth of that church from all parts of New England. A *State Normal School* occupies a hill E. of Lincoln Square, and across the valley to the W. are the buildings of the Worcester Polytechnic Institute, with lectures, laboratories, machine-shops, and all appliances for teaching young men to be practical architects, carpenters, engineers, chemists, civil engineers, etc. "The ultimate end of this institution is the elevation of the mechanic by giving him thorough and complete scientific knowledge on which he may base his future work." The school is richly endowed, and is free to young men of this county (others pay $110 a year). Boynton Hall (named in honor of the founder of the school) is a graceful and ornate stone building. 1½ M. N. of Worcester is the *Highland Military School*. Clark University was founded in 1887, for post-graduate study.

The **State Lunatic Asylum**, on Millstone Hill, overlooking Lake Quinsigamond, cost $ 1,350,000, and is an imposing pile of granite buildings, *en echelon*, with a high tower. It accommodates 700 patients. The State Asylum for the Chronic Insane holds 400 more. *Hope Cemetery* and *Rural Cemetery* are attractive burial-grounds. The Plymouth Church (Pearl St.) and St. Paul's Catholic Church are stately granite buildings.

There is a chime of ten Troy bells in Plymouth-Church tower. All-Saints (Epis.), on Irving St., is the handsomest church in the city, a perfect gem in brownstone. George Bancroft was born in a house now standing on Salisbury St. The *City Hospital*, on a hill to the W. of the city, is an imposing brick building.

Main St. is about 2 M. long, and contains the principal business houses and hotels. It is a wide, pleasant street, well lined with trees, and adorned with some fine commercial buildings. Near its lower end the Jesuit College is seen across a broad valley. The Common contains the Old South Church, the City Hall, and the Soldiers' and Bigelow Monuments, while four other churches are seen on its sides. Passing N. on Main St. many fine business blocks are seen, with St. Paul's Catholic Church, Trinity M. E. Church, the towers of the High School, and numerous tall spires on the hills to the l. On the r. is Mechanics' Hall, a fine audience-chamber seating 2,500, with a brown-stone front in rich Corinthian architecture. On side-streets diverging to the l. in this vicinity are the Post-Office, * Episcopal Church, the Agric. Hall, Elm Park, and the Free Library (Elm St.). The latter contains 60,000 volumes, being especially rich in mechanics and medical works, while its reading-room (open from 9 A. M. until 9 P. M.) has 243 different magazines and papers, in 4 languages. On Foster St. are the rooms of the Natural History Society with valuable cabinets (open Wednesday afternoons), and the library (8,000 vols.) and collections of the Society of Antiquity. On Main St. beyond Mechanics' Hall and the Bay State House, is the old Exchange Hotel, a famous inn of the colonial days, where Washington and Lafayette have stopped. Just beyond is Lincoln Square, where, on a high terrace, are seen the First Unitarian Church, the granite Court House with its classic front, and the neat building of the * American Antiquarian Society.

In the latter structure is preserved a valuable library of 80,000 volumes, with ancient portraits of Samuel, Increase, and Cotton Mather and other Puritan divines; Governors Winthrop, Endicott, and other founders of the State. Many busts adorn the walls, and there are large casts of Michael Angelo's Moses, and Christ (bought in Rome by Hon. Stephen Salisbury). In glass cases about the hall are several literary curiosities, ancient black-letter MSS on vellum (15th century); an elegant Persian MS. richly illuminated (date, 1480); 3 British tax-stamps of 1763; MS. sermons of microscopic fineness written by old Puritan pastors; Latin books printed at Rome and Venice in 1475–6; Cranmer's Bible (1538); Ptolemy's Geography; missals on vellum; and a superb * Koran in Arabic, brilliantly illuminated. Two cases of Indian relics are near the entrance to the hall. This collection is open, 9–12, and 2–5 o'clock daily, except Saturday and Sunday. From the hill behind the building, the Free Industrial School and the Normal School may be seen.

On the Common, near the Old South Church, is a pretty English Gothic

monument, built of granite and Tuscan marble, over the remains of Timothy Bigelow, Colonel of the 15th Mass. Continental Regiment. At the N. E. corner is the * **Soldiers' Monument,** which was designed by Randolph Rogers, and consists of a tall Corinthian column, surmounted by a statue of Victory, standing on a globe, with a drawn sword in her uplifted hand. Around the column are colossal bronze statues (cast at Munich) representing soldiers of the American infantry, cavalry, artillery, and marine service.

The **Union Railroad Station** is an imposing granite building, 514 ft. long and 256 ft. wide, with a graceful stone clock-tower 200 ft. high. It contains a restaurant, waiting-rooms, news-stand, etc. From this station start the trains of the Boston & Albany, Norwich & Worcester, Providence & Worcester, Worcester & Nashua, and Boston, Barre & Gardner Railroads.

In 1669 a legislative committee located a settlement for 30 families at Worcester (Saxon, *Wegera, Ceaster*, War-Castle), as a half-way halting-place between the valley-towns and the coast. The citadel of this colony was near the present corner of Main and Columbia Streets. The Indians soon forced the evacuation of the settlement, and it lay desolate from 1702 to 1713, when it was reoccupied, and stern defensive laws were passed. A fortress-like church was built (on the Common), and each man was ordered to carry to Sunday services his musket and 6 rounds of ammunition. In 1720 some Scotch Presbyterian immigrants built a church of their own, which was assaulted and torn down by the Puritan colonists as a cradle of heresy. In 1755 numerous exiled Acadians were sent here, and soon after the "Massachusetts Spy" newspaper (still published there) began to fan the flames of revolution. April 19, 1775, a breathless messenger bore into town, the news of the battle of Lexington. His white horse, flecked with blood and foam, fell dead on Main St., but he rode westward on another, while the minute-men moved on Boston by thousands. In July, 1776, the Sons of Freedom had a grand feast, and among their toasts were, "May the freedom and independence of America endure till the sun grows dim with age, and this earth returns to chaos." "Perpetual itching without the benefit of scratching, to the enemies of America." The town sent 27 officers and 409 men to the army. In 1786, Worcester was taken, and its courts closed by 800 of Shays' insurgents, wearing the emblematic pine-branch. Father Fitton, on a missionary tour in 1834, found four Catholic families in Worcester: that denomination now has six churches in the city, including *Notre Dame des Canadiens*. The population in 1830 was 4,082. In 1861, at the very hour when the 6th Mass. was fighting in the streets of Baltimore, the Bigelow Monument was dedicated here. Said Judge Thomas at the dedication, "The cry to-day in the streets of this beautiful city is that which 86 years ago startled the quiet village, 'To arms!' So be it, to arms! . . . . . It will cost us a long, severe, and bitter struggle, but this rebellion must be crushed out. There is for us no hope of freedom, of peace, of safety even, till this work is fully done. Seven years of war were spent in the purchase of our freedom; seven more of toil in giving it organic life. If seven years of toil and blood are spent in securing it, in our national redemption, they will be wisely, divinely spent, with the blessing of God and all coming generations of men." Within five months 5,000 men marched from the Park to the Potomac. The 15th Mass. (Worcester Co.) Reg. paraded here before leaving, and received their colors from the ladies. "I am deputed by the ladies of Worcester to present to you this banner. Eighty-four years ago to-day there was mustering in these streets the first regiment ever raised in Worcester Co. for actual warfare, the 15th Reg. of the Mass. Line. What hard-fought fields at Monmouth and Trenton, what sufferings at Valley Forge, what glory and victory at Saratoga and Yorktown, have made that name famous! . . . What they won for us, it is yours to preserve for us." — JUDGE HOAR.

After leaving Worcester the line soon passes Growl Hill (on the r.) and reaches *Rochdale* (Union Hotel), 4 M. S. of **Leicester**, a beautiful hamlet on Strawberry Hill, in a farming town of 2,770 inhabitants, with 8 churches, a memorial hall, academy, and library. *Charlton* is 3 M. N. of **Charlton Centre** (*Bellevue House*), a lofty and far-viewing village, near the romantic Bay Path and under Muggett Hill, whence 19 villages and parts of 4 States are seen. *Spencer* is 2 M. S. of **Spencer Centre** (*Spencer Hotel*), a large and pretty village with a library, paper, large town-hall, and 4 churches. Here was born Elias Howe, Jr., who invented the sewing-machine. A railway leads from Spencer to Spencer Centre.

From **E. Brookfield** (*Crystal House*, on Lake Lashaway) a branch runs to *N. Brookfield* (Central House), a large shoemaking village in a rich farming town.

Brookfield (*Brookfield House*) is a well-to-do shoemaking village.

This town was settled on the Indian lands of Quaboag, by Ipswich men, in 1660. In 1675 a large force of Nipmucks advanced on the place. Envoys were sent out to treat with the Indians, but six of them were killed, and the village (the present W. Brookfield) was attacked. The inhabitants had gathered in a garrison-house, which, after the rest of the village had been plundered and burnt, was attacked by the enemy. For three long days the house was defended with desperate bravery, though shot and flaming arrows were showered against it. Then a cart full of blazing flax and straw was pushed against it, and the defence would have been ended, but for a sudden shower which extinguished the rising flames. After this shower, which they held to be miraculous, a brave partisan officer with a troop of light horse galloped in from Lancaster, after a forced march of 30 M., and scattered the besiegers. In 1676, the evacuation of the town was ordered, as a military necessity, by the Legislature, and it remained desolate for 12 years. The Quaboag Pond is a large pond S. of the village, whose waters flow by the Sashaway River through the Podunk Meadows, to the Chicopee.

W. Brookfield (*Wickaboag House*) produces apples and boots. Lucy Stone and Austin Phelps were born here. Semi-daily stage, 6 M. N. to *New Braintree* (New-Braintree House). Stations, **Warren** (*Warren Hotel*), a pretty manufacturing village, among rounded hills; *W. Warren* (W. Warren House), with a large cotton-factory; *W. Brimfield*.

In the Brimfield churchyard (5–6 M. to the S. E.) is buried Gen. William Eaton, some time an officer in the U. S. Army, and then Consul to Tunis. In 1805 he planned the restoration of Hamet, the rightful Bashaw of Tripoli, and marched from Cairo, Egypt, with 400 Moslems and 100 Christians, across the desert. With reckless bravery he stormed the ramparts of the Tripolitan city of Derne, garrisoned by a force larger than his own. The United States having concluded a peace with the reigning Bashaw, Eaton was forced to abandon his conquest, and he returned to America, where he died (at Brimfield) in 1811.

At **Palmer** (*Nassowanno House*) the Ware-River and New-London Northern Railroads meet the present route. To the S. is seen the State Primary School, in Monson. Station, **Wilbraham** (*Allis House*), 2 M. from Wilbraham Centre, the seat of the great Wesleyan Academy. This town is famous for its beautiful scenery; and it has 1,628 inhabitants, 6 churches, and woollen and paper mills. From *Indian-Orchard* station horse-cars run N. W. to the village of the same name.

Hotels. — * Haynes' Hotel, a large first-class house at the centre of the city ($2.50 - $3.50 a day); * Massasoit House, alongside of the station ($3.50 - $4 a day); Hotel Warwick, just N. of station ($2 - $2.50 a day); Cooley's Hotel ($2 a day).

Reading-rooms. — City Library, State St. (with museum); Y. M. C. A., Main St. *Amusements* at the Opera House, Main St.; Roller Skating-rink, Bridge St.

Railroads. — The Boston and Albany, to Boston 98 M., to Albany 104 M.; the New York, New Haven, and Hartford, to Hartford 26 M., New Haven 62 M., New York 136 M.; the Conn River, to Greenfield 36 M., and to the North; the Athol Branch, to Athol in 48½ M.; N. Y. & N. E. R. R., to Hartford 31 M. These lines meet at the large central station. **Horse-cars** run on Main St., and to the Armory and Water-Shops. Also, to Brightwood and Mill River (South End).

Springfield was settled by a company under William Pynchon, in 1636, whose compact began as follows: "Article I. Wee intend, by God's grace, as soon as wee can, with all convenient speede, to procure some godly and faithfull minister, with whome wee propose to joyne in church covenant to walk in all the ways of Christ. Article II. Wee intend that our town shall be composed of fourty family's, or if wee think meete after to change our purpose; yet not to exceed the number of fifty family's, rich and poore." The town would have been abandoned at one time but for the orders of the Legislature, forbidding the evacuation of Mass. settlements, whereupon the people erected a strong palisade. Great suffering was experienced during the first winter, for the freezing of the river prevented vessels ascending with supplies. Several persons started for Boston, and were frozen on the way. Pynchon, the magistrate of Springfield, wrote an anti-Calvinistic theological book in 1650, which was condemned by the Legislature and burnt on Boston Common. He was deposed from his office, was forced, amid a storm of clerical wrath, to retract, and soon returned to England to escape persecution. In 1675, while the train-bands of Springfield were guarding Hadley, the Indians laid a plot to destroy the place. Their plan was exposed by a friendly Indian at Windsor, whence a rider was despatched, who reached Springfield at dead of night, and aroused the people. Just as they had gained the shelter of three garrison-houses, 600 Indians entered the streets and burnt every other house in town. They successfully disputed the passage of the river against Major Treat's command, and only retired at the approach of Major Pynchon and 200 men from Hadley, leaving behind them a sad scene of ruin and destruction. During the Revolution works for repairing muskets were established here, and also a cannon-foundry, at which were cast the guns of several of the batteries which were engaged in the battles near Saratoga. Jan. 25, 1787, 1,200 of Shays' rebels attacked the Arsenal, which was defended by 1,100 militia men. A few cannon-shot dispersed the assailants. During the present century Springfield has grown rapidly, by reason of the establishment here of the U. S. Armory and numerous other manufactures, and by the convergence, at this point, of important railway systems.

Springfield is a handsome city of over 45,000 inhabitants, situated on the E. bank of the Connecticut River. Its principal thoroughfare is Main St., a wide and level street, 3 M. long, adorned with many fine commercial buildings. The principal object of interest in the city is the * **United States Armory,** which is established on a park of 72 acres on Armory Hill (E. of the station, and best reached by way of State St.) The buildings surround a great quadrangle called Armory Square, and 400 men are constantly engaged making and repairing Springfield rifles and carbines, and experimental arms. The work is paid for by the piece, and the day of labor is 8 hrs. During the War of the Rebellion the works were run night and day for four years, and at one time over 3,000 men were employed. Nearly 800,000 guns were made during that time, at an expense of $12,000,000. The Arsenal is a large building on the W. of the quadrangle, in which 175,000 stand of arms are stored, rivalling in their symmetrical arrangement the similar collection in the Tower of London.

"This is the Arsenal. From floor to ceiling,
Like a huge organ, rise the burnished arms;
But from their silent pipes no anthem pealing
Startles the villages with strange alarms.

Ah! what a sound will rise — how wild and dreary —
When the death-angel touches those swift keys!
What loud lament and dismal Miserere
Will mingle with their awful symphonies!"

LONGFELLOW.

From the tower of the Arsenal is gained a fine view of the city and its environs. Passes for a survey of the shops, &c., may be obtained at the Armory office. 1 M. S. E. are the Water-Shops.

State St. and the vicinity of Winchester Park, Maple St., and Crescent Hill furnish pleasant drives among elegant villas, and afford extensive views of the charming valley. On Maple St. is the main entrance to the beautiful *Springfield Cemetery*, covering 40 acres; and by Holland's "Bay Path," the present Bay St., is reached the new *Oak-Grove Cemetery* of 90 acres, finely laid out. On Court Square is a heroic bronze statue of Miles Morgan, one of the early Puritan settlers of Springfield.

On State St., between Main St. and the Armory grounds, are several fine buildings. The ***Church of the Unity** (on the r.) is one of the noblest ecclesiastical structures in the State, and, with its cloistered portico, broad windows, and lofty detached tower and spire, it forms a strikingly beautiful object. Its architecture is Gothic, and its material is brown stone. Just above the church is the unique and graceful building of the High School, and opposite the church is the ***City Library**, with its handsome building. A library of 70,000 volumes is contained in a richly ornamented and well-arranged hall, while on the floor below is a Museum (open Wednesday and Saturday, 2–5 P. M.) containing 900 stuffed birds, 120 stuffed quadrupeds, and several thousand specimens of fossils, fish, reptiles, and minerals. There are also cabinets of Indian antiquities, and many interesting historical relics. Just above the Library is the Roman Catholic **Cathedral of St. Michael.** Court Square is near the centre of the city, and has on one side the **City Hall**, containing a hall which can contain 3,000 persons. S. of Court Square is the ***Court House** of Hampden County, a massive new structure of granite, costing $200,000. It has a tall tower, balconies, and other features drawn from Italian municipal palaces. The 1st Congregational Church (society founded 1637) fronts on this square. In 1 M from the City Hall, passing N. W. on the busy and attractive Main St., one reaches Round Hill and the **Memorial Church**, built of granite in Gothic architecture. Hampden Park, near by, on the banks of the river, has fine race-tracks, and is used for fairs.

***Christ Church** (Epis.) is a beautiful stone building in Norman-Gothic architecture, on Chestnut St., W. of the City Library. The city contains 30 churches, 4 daily and 8 weekly papers, 9 banks and 4 savings-banks, and 9 Masonic societies. Its valuation is $40,000,000, and during each

year its prosperous merchants have $20,000,000 worth of wholesale trade from the valley-towns.

Springfield has $8,000,000 invested in manufacturing, employing 7,000 hands. Among the principal works are those of Smith and Wesson, where 600 men are employed in making pistols. This company has made 150,000 revolvers for the Russian government. At Brightwood (N. of the city) is the Wason Car Manufactory, whose buildings required 2,000,000 bricks in their construction. These works employ 400 men, and turn out 100 passenger and 1,000 freight cars yearly, besides many thousand car-wheels. They have made most of the cars for the Pacific Railroad and the New Jersey Central, and also a superb car for the Egyptian Khedive. Among the other industries are the Ames M'f'g Co. (silver and bronzes), the Powers Paper Co., the Morgan Envelope Co., large paper-collar works, the Milton Bradley Co.'s games, whips, cigars, cloths, tools, buttons, jewelry, bricks, &c. Three-fourths of the fine paper made in the United States is turned out here and at Holyoke.

Station, Longmeadow (the Indian Massacsic), settled in 1644 on the long meadows by the Connecticut. It is a pretty village on a gentle swell near the intervales, and produces hay, grain, tobacco, and freestone.

The State of Conn. is now entered, and the train stops at Thompsonville, the seat of the largest carpet-works in the country. Since 1828 this industry has been growing, until now it uses up 900 tons of imported wool each year, and turns out 1,800,000 yards of ingrain and Venetian carpets, from 141 looms. 4 M. E. of this village is the large community of the Enfield Shakers. The village of Enfield (settled by Salem men, in 1681) is a short distance S. of Thompsonville.

Station, Warehouse Point, where the line crosses the Conn. River by the * Iron Truss Bridge, a noble piece of engineering, built in Manchester, England, and set up here in 1866. The road-bed of 18 ft. wide is sustained 47 ft. above the water by wrought-iron trusses, held up by 17 granite piers. The bridge is 1,525 ft. long and cost $265,000.

At Hazardville, a few miles N. E., are the powder-works of Col. Hazard. These are the largest in England or America, and the former country bought $1,250,000 worth of Hazard's powder during the Crimean War, while vast amounts were made for the United States during the Secession War.

Station, Windsor Locks (Charter Oak House), with iron and paper mills on the water-power afforded by a canal built before the era of railroads to enable vessels to pass the Enfield Falls and gain the Upper Conn. Tourists were formerly thus carried from Springfield to New Haven. Branch R. R. 5 M. to *Suffield*, a lovely old rural hamlet. The line crosses the Farmington River by a fine seven-arched bridge of red sandstone.

Station, **Windsor** (Alford House), settled in 1633–6 by men of Dorchester, on the rich intervales of Mattaneag.

In addition to harassments from the ten Indian tribes with their 2,000 bowmen who lived about Mattaneag, the little colony was early attacked by 70 Holland troops, sent by Gov. Van Twiller. The Dutch expedition retired before the firm and fearless Puritans, and the Indians soon sold out. Rev. John Warham, the pastor-chief, who led this nomadic Dorcestrian Church in its 14 days' march through the wilderness, was the first of the New England clergy who used notes in preaching. In 1644 a road was built to Northampton, freight by sea to or from

Boston costing at this time 33 per cent *ad valorem*. Matthew Grant came from England to Dorchester in 1630, and thence went to Windsor. The family lived here for over a century, until Noah Grant was killed in the battle of Lake George (1755). This officer was the great-grandfather of President Grant. Roger Wolcott and his son Oliver, governors of Conn. 1751–4, and 1796–7, were born here. Oliver Ellsworth, U. S. Senator, 1789–95, and afterwards Chief Justice of the U. S., was born here in 1745. Another native of Windsor was Gen. Phelps, who, with his associates, bought of Mass. and Conn. 5,500,000 acres of the Western wilderness, at a nominal price. These tracts were laid off in townships and ranges, and sold to settlers. They now comprise the counties of Ontario and Steuben (New York), and the Western Reserve of Ohio.

There is a long, broad Green near the station, near which are the Wolcott and Moore mansions, and the Episcopal Church, and just over the river, is the old Cong. Church and the Green which was the cradle of Windsor, and is still called the Palisado. This town grows much tobacco, of which 5,830,000 pounds were raised in the county in 1870.

Hartford.

Hotels. — * Allyn House, a fine brownstone building near the station, accommodating 200 guests. $3.50 a day; * City Hotel, on Main St., $3.00 a day; the United States and the American Hotels, on the Old State House Square; the Heublein, European plan.

Railroads. — To Springfield and Boston (124 M.), New Haven and New York (109 M.), the N. Y., N. H., & H. R. R. to Providence on the E. (90 M.) and Waterbury on the W (32 M.) N. Y. & N. E. R. R.; the Conn. Valley R. R. to Saybrook Point (44 M.); the Conn. Western to Salisbury and Millerton (69 M.).

Steamers. — Daily to the river-landings and Sag Harbor (Long Island) in the morning; daily, in the afternoon, for the lower landings; daily for the river-landings and New York City.

Stages to Farmington, Wethersfield, Cromwell, Marlboro (20 M.); to N. Canton and W. Hartland (30 M.); to Hockanum, Glastonbury, Buckingham, West Hartford, and Burnside.

Horse-Cars run along Main St. from Spring Grove Cemetery to Wethersfield (7 M.), also from the New York steamboat pier, at the foot of State St., through State and Asylum Sts. 2 M., passing the R. R. Station and the Deaf and Dumb Asylum.

Carriages cost 50c. a course in the city, 75c. for 2 persons, and $1.00 for 3 persons. Double fares between 12 and 6 at night. By the hour, $2.00.

Amusements and lectures frequently at Roberts' Opera House (an elegant auditorium), 395 Main St., or at Allyn Hall, on Asylum St. near the Allyn House.

Connecticut was first explored by the Dutch, one of whose sturdy mariners, Adrian Block, ascended the Conn. River as far as the Enfield Falls in the 16-ton yacht, "Onrest" (1614). In 1633 the Dutch built a 2-gun fort, called the "Hirse of Good Hope," on the present site of Hartford, and lived peaceably, tilling the ground and trading with the Indians, until June, 1636, when Thomas Hooker led his church from Newtown through the wilderness, and settled here. The Park River afforded a water-power for a grist-mill, which was speedily utilized, and Windsor and Wethersfield, previously more important, brought their grain here to be ground. The colony was named for an old Saxon town 21 M. N. of London, derived from "the Ford of Harts." Three watch-towers were built, and the men of the colony enrolled in train-bands, two thirds of whom had matchlocks, bandoleers, and rests, while the other third were armed with pikes 10 ft. long, and guarded the standard. These train-bands stormed the breach in the Narragansett Fort fight. Wahquimacut, sachem of the river tribes, deeded the lands to the settlers, and gave them a tribute of beaver-skins and corn, in return for their protection against Pekoath, king of the Pequots, and the dreaded Mohawks. Under the influence of stern Puritan pastors, New Haven enacted the "Blue Laws," by

HARTFORD.
1. State House. D4
2. Post Office. D5
3. City Hall. D5
4. Connecticut Insurance Building. D5
5 Charter-Oak Insurance Building. D5
6. Wadsworth Athenæum. D5
7. State Arsenal. G5
8. Deaf and Dumb Asylum. E3
9. High School. E3
10. Railroad Station. E4
11. City Hospital B4
12. Retreat for the Insane. A3
13. Colt's Armory. B6
CHURCHES.
14. Good Shepherd. B6
15. St. Peters. B4
16. Central (Cong.) D5
17. Park. E4
18. Christ. E5
HOTELS.
19. Allyn. E5
20. City. D5
21. United States. D5
22. American. D5
23. Charter-Oak Place. C5
24. South Green. B2
25. Zion Hill Cemetery. B2
26. South " A3
27. Ancient " D5
CONNECTICUT RIVER
EAST HARTFORD
TO NEW HAVEN
TO SPRINGFIELD
TO PROVIDENCE
TO SAYBROOK
SUMMIT STREET
BROAD STREET
WASHINGTON
CONGRESS ST
MAIN ST
FRONT ST
HIGH ST
ALBANY AV
WINDSOR
WINTHROP SQ
STATE HOUSE SQUARE
THE PARK
HUDSON PARK
CEMETERY
DEAF & DUMB & ASYLUM RESERVOIR
FREIGHT TRACK
BRIDGE

which the penalty of death was visited for the crimes of idolatry, unchastity, witchcraft, blasphemy, murder, man-stealing, rebellion, smiting parents, &c., with savage laws against Sabbath-breaking and the use of tobacco. In 1765, a stamp-agency was established here, but it was speedily broken up by an irruption of 200 armed riders from Windham County. In 1790–1800 the town became an important point on the great Atlantic stage-road, and 16 lines of stages centred here. De Warville wrote here, "In Conn. Nature and Art have displayed all their treasures; it is really the Paradise of the U. S."; and among other products of the State, he speaks enthusiastically of "the fair Conn. girls." In December, 1815, the famous Hartford Convention, composed of 26 delegates from the States of New England, met here, to deliberate on the course of the general government in the war with England, to which war many of the people in this section were opposed. In 1799 Hartford had a valuation of $751,533, and in 1818 its population was 6,500, at which time a writer predicts "that it will continue to extend its size, its interests, and its consequence."

Hartford, "The Queen City of New England," is the capital of the State of Conn., and is finely situated on low hills at the junction of the Park and Conn. Rivers. It is noted for its benevolent and educational institutes, its extensive manufactures, and its powerful insurance companies. The population is about 53,000.

* **Bushnell Park** was named in honor of the late Rev. Dr. Horace Bushnell, and is the most beautiful of its size (45 acres) in the country. It lies between the railroads and Main St., S. of the depot, and is in the centre of the city. Park River encircles it from S. W. by N. to S. E. A pleasant drive encircles the W. part, which contains the new State Capitol, the colossal bronze statue of the Episcopal Bishop Brownell (founder of Trinity College, and Bishop of Conn., 1819–65), and a fine statue of Gen. Israel Putnam (by J. Q. A. Ward). The E. part contains the fountain, and a statue of Dr. Horace Wells, of Hartford, erected by the city to his memory as the discoverer of anæsthesia. The Park abounds in graceful elms, and is kept in a high state of cultivation. It is a popular resort on pleasant afternoons.

The **Congregational Theological Institute** (founded 1834, and has graduated 400 men) occupies a handsome new building.

Of the 37 churches of the city, several are adorned with ivy of great luxuriance. The 1st Presbyterian is a neat Romanesque building of Conn. granite and Ohio stone, and the following are built of red-stone, in Gothic forms: Christ, St. John's, Trinity, Incarnation, the 1st M. E., the South Baptist (with a fine portico supported by Caen stone columns), the Pearl St. Cong. (with a spire 212 ft. high). The three Cong. churches on Main St., the 1st Church (organized in 1633), the South Church (organized in 1669), and the 4th Church have fine buildings. The * Park Cong. Church is of sandstone, in the early English Gothic style, with stone columns along the aisles, and a timber roof. The Catholics have 2 large stone churches (St. Peter's and the Cathedral of St. Joseph).

The * **Church of the Good Shepherd** (Episco-

pal), built by Mrs. Colt as a memorial of her husband and children, is a gem of Gothic architecture, built of Portland stone trimmed with Ohio white stone, with a spire 150 ft. high, containing a sweet chime of bells. The W. front has a grand memorial window, in the centre St. Joseph carrying the child Jesus, above which is an angel with 3 children; on the l. the angel of the resurrection, on the r. a singing angel. The clerestory windows are low and brilliant, while the chancel windows represent Christ and the 12 Apostles. The chancel is separated from the organ (on the r.) and the baptistery (on the l.) by columns of Scotch granite. The * baptismal font is sustained by a group of marble cherubs.

On Asylum St.
is the mansion long occupied by Mrs. Sigourney, the poetess. 1 M. from the Park, on a hill adorned with many trees, is the picturesque and attractive home of Mr. S. L. Clemens (Mark Twain), the genial humorist.

Back of the Cong. Church, opposite the Athenæum, is the ancient graveyard (entrance to the r. of the church). Here are many graves of the 17th and 18th century, with a massive sandstone monument to the memory of the first settlers. Two tables (on the r.) cover the remains of Thomas Hooker, "the renowned minister of Hartford and pillar of Conn., the Light of the Western Churches" (MATHER); and of Samuel Stone, a divine who died here in 1663, and whose epitaph begins,

> "New England's glory and her radiant crowne
> Was he, who now on softest bed of downe,
> Till glorious resurrection morn appeare,
> Doth safely, sweetly sleepe in Jesus here."

The *Deaf and Dumb Institute* was founded by Dr. Gallaudet in 1817, and is the oldest in America. The building (130 by 50 ft.) was erected in 1820, and stands on an embowered hill near the R. R. station, on Asylum St. It has 200 – 250 inmates. The *Retreat for the Insane* (established 1824) is a stately building of sandstone covered with gray cement, in the S. W. part of the city. From its great elevation, its vicinity commands fine valley-views. It has received over 4,000 patients, and has discharged 2,000 as cured. The *City Hospital* is near the Retreat, and is a large, plain, and commodious building of sandstone. In the opposite section of the city (Upper Main St.) is the *State Arsenal*, the Widows' Home, and the extensive North Cemetery.

The old State House Square is in the heart of the city. Here stands the *State House*, an antiquated structure of brick, which dates from 1794. In its Senate chamber the Hartford Convention assembled in 1815. The building is now used as the City Hall; and the National Government has erected a spacious new Post-Office on the square, near by.

In Oct. 1687, Sir Edmund Andros, the royal governor of New England, entered Hartford with his troops, and demanded the royal charter, the only safeguard of the liberties of Conn. During a stormy evening-meeting the lights were suddenly extinguished, and a bold colonial gentleman seized the charter and fled forth. He hid it in a hollow in an oak-tree, and there it stayed until Andros had left the town in great anger. The charter was ever after preserved, and the tree was held in increasing veneration until 1856, when it was blown down in a storm. Its place is now marked with a marble slab.

Mark Twain asserts that in a late visit to Hartford he saw articles as follows made from this tree: "a walking-stick, dog-collar, needle-case, three-legged stool, boot-jack, dinner-table, ten-pin alley, tooth-pick, and enough Charter Oak to build a plank-road from Hartford to Great Salt Lake City."

Opposite State-House Square is the superb granite building of the Conn. Mutual Insurance Company, massively constructed at a cost of $7-800,000. On Pearl Street are the handsome edifices of the Hartford, Phœnix, and National Insurance Companies. On Main St., alongside of the Athenæum, is the lofty granite palace of the Ætna Life Insurance Co., built by the Charter Oak Insurance Co., which cost above $700,000. The beautiful halls and offices within should be visited, and by ascending in the elevator to the observatory on the roof, a fine view is obtained of the city and its environs. The elegantly finished sandstone office of the Ætna (fire) Ins. Co. is nestled alongside of the Charter Oak Building. There are 16 insurance companies in the city (6 fire and 7 life, etc.), having assets amounting to $160,000,000.

Wadsworth Athenæum.

While Arnold was plotting at West Point (1780), Washington and Rochambeau were making plans and enjoying hospitable cheer at the mansion (in Hartford) of Col. Wadsworth, Commissary-General of the Army. Wadsworth's son gave the land, after removing the mansion, for a public library, and the present building (of Glastenbury gneiss, in castellated architecture) was built from the proceeds of a popular subscription of $52,0 0. Recently, at the instigation especially of the Rev. Francis Goodwin, a movement was begun to reconstruct and enlarge the building, and make all its branches free. The effort was entirely successful, and $431,000 was secured. Junius S. Morgan, the London banker, gave $100,000; his son, J. Pierpont Morgan, a native of Hartford, gave $50,000 (since raised to $75,-000); the Goodwin and Keney families of Hartford gave $50,000 each; Roland Mather, of Hartford, gave $25,000; and a popular subscription made up the rest. J. C. Cady & Co., of New York, designed a new building and the refitting of the old; and the revived Athenæum was dedicated January 2, 1893, with public exercises and addresses by the president, Rev. Francis Goodwin, Mayor Hyde, Charles Dudley Warner, Hon. Henry C. Robinson, Charles Hopkins Clark, and Vice-President Judge Nathaniel Shipman. The free public library (maintained in part by appropriation from the city) has the most of the first floor, with reading room, reference room, and library proper. The Watkinson Free Library of Reference is on the second floor. The building is either fire-proof or of "slow-burning" construction, and as refitted is finely adapted to its large work. Crowds visit the place daily. About 1,000 books a day are drawn from the free library. The reading and reference rooms are open also Sundays, 1 to 7.30 P. M. Of the $431,000, $250,000 represents a permanent fund, and the balance went into land and new buildings. The building contains much fine statuary, including Bartholomew's Sappho, Stella, Diana, Eve Repentant, and President Fillmore; Ives's Wadsworth, Horace Bushnell and C. H. Olmstead; casts from Bartholomew's Calypso, Belisarius, and other famous works; many busts of the great masters of art; and a set of Rogers's statuettes.

On the second floor is the *Picture Gallery:* 93, Quebec, by *Church;* 94, View on the Susquehanna, *Church:* 28, Ecce Homo; 119, St. Jerome; 2, Venice; 21, George Washington, copy from Stuart, by *Ellsworth;* 58, Feast at Levi's House, *after Paul Veronese;* 134, Landscape, *Lanman;* 120, St. Joseph and Jesus, *after Raphael;* 32, Marie Antoinette.

92, Hartford Puritans in the Wilderness, *Church;* Burning Ship at Sea, *Jewett;* 4, Battle (17th century); Samson in Bonds; 1, *Death of Warren at Bunker Hill, *Trumbull* (the celebrated historical pictures by this artist have explanatory charts appended); 5, Mrs. Sigourney, *Trumbull;* 62, Humboldt; 121, Wellington; 80, Oliver Wolcott, *Stuart;* 2, Battle of Trenton, *Trumbull;* 87, W. Ellery Channing; 113, Brutus; 91, Christ in the Temple, *Terry;* 49, Sea View in Fog; 50, Night-scene at Naples (the last two are bright "restored" pictures, said to be by Vernet); 10, Battle of Princeton, *Trumbull;* 11, *Death of Montgomery at Quebec, *Trumbull;* 30, Elevation of the Cross, *after Rubens;* 12, Holy Family, *Trumbull;* 86, Joel Hawes, D. D.; 90, Horace Bushnell, D. D.

Destruction of Jerusalem, a large picture, 22 x 14 ft., in poor light, but full of study (plans on the tables near), by *Whichelo;* 27, Ruth and Boaz; 95, Landscape, *Isham;* 13, Death of Jane McCrea, *Vanderlyn.*

128, John in the Wilderness, *Cole;* 127, White Mountains, *Cole;* 123, Marine View, *Corne;* 129, Cascade in the Catskills, *Cole;* 124, The Lady of the Lake, *Trumbull;* 130, Lake Winnepesaukee, *Cole;* 131, View on Talcott Mt., *Cole;* 34, *View of Mt. Etna, at sunrise, from Taormina, *Cole;* 15, Americus Vespuccius; 16, Columbus; *Benjamin West, *Sir Thomas Lawrence;* 39, Declaration of Independence (small artist's copy), *Trumbull;* 89, Landscape near New Haven; 106, Milton's Descent of Satan; portraits of various celebrities of the State of Conn.

The **Conn. Historical Society** has its rooms on this floor (open daily; no fees). Besides a large library, many curiosities are kept here, among which are, King Philip's club; Putnam's battle-sword; bows, arrows, pikes, swords, &c., of six wars; old German missals; dress-suits at French Court of Commissary Wadsworth and Commodore McDonough; *Turkish scimeter with coral and ivory hilt and silver scabbard, and inscriptions in Arabic and Persian; gold pen "worn out in the service of Washington Irving"; a link (3 ft. long) of the chain stretched across the Hudson in 1776; a foot-stove of 1740; Elder Brewster's chest; Standish's dinner-pot; Putnam's tavern-sign; British shells thrown into Stonington; a mortar captured in Mexico; relics of Nathan Hale and Col. Ledyard; Robbins Bible (1478); Farmington church drum; mail-bag (A. D. 1775) used between Hartford and New Haven, 6 x 9 inches; the first telegraphic message sent in America (from Washington to Baltimore), "What wonders hath God wrought"; 13 Russian medals; Continental money; a pistol from Colt; Confederate money; a number of the "Boston News Letter" for April 17, 1704 (the first number of the first newspaper in America: it lasted 72 years); numerous portraits, MSS., and pieces of Charter Oak; Arnold's watch; the chair in which Lee signed the capitulation of Appomattox; several battle-flags well used; the swords of Putnam; of McDonough (victor in the battle of the fleets on Lake Champlain); of Capt. Ward, of the U. S. Navy (born Hartford, 1806, killed in the attack on Matthias Point, Va., June 27, 1861); of Commander Rogers (killed in the naval assault on Fort Sumter), of Col. Russell (of the 10th Conn., killed at Roanoke, 1862); of Gen. Sedgwick (killed at Spottsylvania, May 9, 1864); and of Gen. Nathaniel Lyon (commander of the U. S. Army in Missouri, killed at the battle of Wilson's Creek, Aug. 10, 1861). Adjoining this room is the hall containing a large reference library, endowed with $100,000 by David Watkinson, who died in 1857. It now contains 26,000 volumes.

The principal manufactories of Hartford are the Colt Rifle and Pistol Factory, which has $1,000,000 capital, and employs 800 hands. Since Col. Colt's death it has been run by a company. Its immense buildings are in the S. E. part of the city, near the river, from whose inundations they are guarded by a dike (50 ft. broad at the top, and 8,700 ft. long), which cost $80,000. The Church of the Good Shepherd is near by. The Sharps' Rifle Manufactory (now at Bridgeport) was here for many years, making arms for the United States, Great Britain, Germany, China, Japan, Mexico, Peru, and Chili.

Among the other companies now in operation are the Kellogg & Bulkeley Lithographing Co., the Pratt & Whitney Machine Co., the Washburn Car-Wheel factory, the Weed Sewing-Machine Co., Phenix Iron Foundry, Plimpton Envelope Co., Batterson's marble-works, etc. Hartford is also an important market for wool and tobacco.

The great subscription-book publishing-houses of Hartford print many thousands of books yearly. The chief of these are the American Publishing Co.

The city has 17 banks, 9 Masonic lodges, 3 lodges of Odd Fellows, 3 of Knights of Pythias, 1 Grand-Army Post, 21 temperance societies, and 7 *élite* military companies, one of which, the Putnam Phalanx, is widely famed. Its members dress in antique uniforms, and the corps (125 men) is said to represent $11,000,000. The city has more wealth in proportion to its population than any other American city, and its society is of a high and cultivated order.

By following Main St. to the S. beyond St. Peter's Church, *Armsmear* is soon reached (on the l.). This is the residence of the Colt family, with spacious grounds adorned with groves, lakes, marble statuary, greenhouses, and a deer-park. Near the mansion is a beautiful * copy (in bronze) of the Amazon and Tiger, at the Museum in Berlin. About 3 M. beyond is ancient Wethersfield, settled by men of Watertown, Mass., in 1635. At 1636, the first Conn. legislature convened here declared war against the Pequots. The old Webb mansion, near the Cong. Church, was Washington's head-quarters, and here frequent and protracted councils of the French and American officers prepared the plans which ended at Yorktown. The town has long been noted for its great crops of onions. Since 1826, the State Prison has been established here.

About 3 M. S. W. of the city is **Cedar Hill Cemetery**, on a bare and lofty hill commanding views of the Queen City and the valley of the Conn. The * Beach Memorial is a beautiful work of Italian art. A high base, surrounded by elegant bas-reliefs, supports a vase, which is sheltered by a tabernacle in red, yellow, and white marbles, supported by columns of Scotch granite. The Clark Monument is surmounted by a colossal bronze Angel of the Resurrection (cast in Munich). The Russell Monument is crowned by a life-size and life-like seated statue. The monument to Col. Samuel Colt (who invented the revolving pistol) consists of a lofty Egyptian column of Scotch granite, surmounted by a bronze angel, while on the pedestal is the family coat-of-arms (a colt rampant, with a broken spear in his mouth). The Allyn Memorial Chapel is a stately structure of Westerly granite.

The * **State Capitol** stands on the hill S. of Bushnell Park, and is visible from the railroad station and from the track. It occupies the former site of Trinity College, which was purchased by the city in 1872 (subject to 5 years' occupation) for $600,000, and presented to the State. The building was designed by Upjohn, and cost about $ 2,500,000. It is of white

marble, in secular Gothic architecture, 300 ft. long, with its fronts broken by frequent angles, columns, arches, galleries, and abundant commemorative sculpture. Resting on the brow of the hill it commands a superb view, and again in turn is thus visible from almost all points of the city. The *Hall of Representatives* is in the centre of the S. front, and is lighted on three sides. The arcades are upheld by polished granite columns ; and the tympani are filled with sculptures whose subjects were chosen from the history of Conn. The dome is 250 ft. high, curving from a dodecagonal base at whose angles are statues representing the 12 original States, with a statue of Connecticut, holding her Charter, on the top.

Trinity College was founded in 1824 as Washington College, and received its present name in 1845. Its new site is on *Rocky Hill*, about 1½ M. from the Hartford station, by avenues leading through a delightful part of the city ; and commands a superb view over the Connecticut and Park-River Valleys, with many hamlets on the peaceful plains and bold mountain-ranges beyond. The buildings (now being slowly erected) are of brownstone, in early French Gothic architecture, designed by William Burges of London. They are to form three great quadrangles, harmonious in design, and will be the best edifices in America for educational purposes. The length of the front is 1,300 ft., the lengthwise buildings being used as dormitories and lecture-rooms, the N. transverse block the Theatre and Observatory, the S. block the professors' residences, and the transverse blocks N. and S. of the "Great Quad" the Library and Museum, Chapel and Dining-Hall. The grounds cover 80 acres, and are being laid out by F. Law Olmsted, with the statue of Bishop Brownell on the broad terrace in front of the buildings. Trinity has about 100 students. Its old Seabury, Brownell, and Jarvis Halls were all demolished to give place to the new Capitol.

The Asylum-Hill Cong. Church has a spire 225 ft. high.

Cheney Bros., the silk manufacturers, have a new and imposing brownstone building on Main St.

Talcott Mt. is about 9 M. W. The estate "Monte Video" of the old family of Wadsworth is on its summit, and the pretty Gothic villa is near a "deep, cold, crystalline lake," on the brow of the mt. From a neighboring tower, "you have a glorious view of the surrounding country, and into the adjoining States of Mass. and N. Y.; the whole surrounded by an impurpled outline of mts. The Conn. is seen sweeping onward like a king, through its fair domain, amid the spires of numerous towns and villages, while, by the aid of a glass, the sails of the vessels in the port of Hartford, and the movements in the streets, are distinctly visible." (Mrs. Sigourney.) "The peculiarities of the beautiful and grand scenery of Monte Video make it quite without a parallel in America, and probably with few in the world." (Prof. Silliman.)

Rocky Hill (7 M. S.) presents a remarkable junction of trap-rock and sandstone. From this point is enjoyed a rich view over the river valley, embracing Wethersfield and its intervales, Glastenbury and the Lyme Mts., N. Hartford, and, 40 M. to the N., the Mts. of Tom and Holyoke. The ride to Rocky Hill, by the river-road, is a favorite one with the Hartford citizens.

Other excursions are to Tumble-Down Brook (8 M. W.), to E. and W. Hartford, to Glastenbury, and over Newington Mt. *S. Windsor* (6 M. N.) was a depot for prisoners during the Revolution, and its numerous lines of elms were planted by British and Hessian captives, under the direction of Lafayette. Here was born John Fitch, inventor and builder of the first steamboat in America. He ran a steamer-line on the Delaware River from 1786 to 1790, the boat making 8 M. an hour. Fulton's steamers, the "Clermont" and the "Car of Neptune," were put on the Hudson in 1807. 50 years ago more gin was made in E. Windsor than in any other town in America.

Hartford to Springfield.

Springfield Division of the N. Y. & N. E. R. R. The running time between Hartford and Springfield is about 1½ hrs. The distance is 31 M.

The line crosses the Connecticut River on the bridge of the New York and New England Railroad, and soon reaches *E. Hartford*, a prosperous rural village near the Hockanum River. Its long and elm-lined street is famous for antique dignity and beauty. Several factories are located in this vicinity. The train runs N., near the broad and fertile intervales of the Connecticut, prolific in rye and grain, where the ferocious Podunk Indians anciently dwelt. The line soon diverges from the river, and crosses long and level plains, with but little of interest visible. After crossing the Podunk River, the hills of Vernon and Ellington appear on the r., and the hamlet of *S. Windsor* is soon reached.

Station, *East-Windsor Hill*, where the Conn. Theological Institution was long located. Near this place is the Scantic River. Beyond *Osborn* station is *Broad Brook*, the seat of the Broad-Brook Manufacturing Co., which produces cassimeres and other woollen goods. A short distance W. is *Warehouse Point*, opposite Windsor Locks and near the great bridge of the N. Y., N. H. & H. R. R. This locality formerly possessed the largest gin-distilleries in the United States. The riverward intervales now produce valuable crops of tobacco. The train now enters Enfield, which belonged to Massachusetts until 1752, and was settled in 1681 by immigrants from Salem in that Province. Beyond *Melrose* the

line reaches *Hazardville*, which is famous for its great gunpowder-works. Here the Scantic River is crossed, and the next stop is at *Shaker Station*, where the Shakers have built a handsome station-building. Two families of Shakers maintain large and admirably kept farms just to the E., still cherishing their weird theological ideas, living in celibacy, and showing the most systematic and profitable agriculture in New England.

The line now crosses the Massachusetts line, and reaches *E. Longmeadow*, near valuable quarries of freestone. Soon afterwards it passes the Water-Shops and the Armory, and enters **Springfield.**

Hartford to New Haven.

After leaving Hartford, the line runs S., leaving the river, past Newington to **Berlin**, whence branch tracks diverge to Middletown, 10 M. on the S. E., and New Britain, 2½ M. on the W. (see Route 11). Berlin village (S. E. of the station) was for scores of years the home of the peripatetic tin-pedlers who traversed the country between Mobile and Quebec. The manufacture of tin-ware originated here about 1775,

The heroic Major Hart was born here, who, at Gen. St. Clair's defeat on the Miami River (1791), led a battalion of the 2d U. S. Infantry (the rear-guard) on a fearful charge, in which he and nine tenths of his men were killed. At E. Berlin are the works of the Berlin Iron Bridge Co. Percival, the poet, was born here in 1795.

Station, **Meriden** (Winthrop House), a busy little city midway between Hartford and New Haven. Near the Town Hall (E. of the track) are several churches, and some neat villas crown the heights beyond. The spacious and imposing building of the *State Reform School* is passed by the train just before reaching the station. The highway to the N. passes Mt. Lamentation, and then runs through a narrow pass in the Blue Mts. called the Cat Hole, 1 M. long. Ice is found near this deep glen throughout the year. *West Peak*, 3 M. from the city, commands a view extending from Hartford to New Haven, and over Long Island Sound.

The Meriden Britannia Co. has 6 large buildings, one of which is 527 x 40 ft. 1,600 hands are employed, 420 tons of nickel, white metal, and silver are used yearly, and $2,500,000 worth of wares are sent out every year to all parts of the world. The Charles Parker Co., manufacturers of coffee mills, vises, silver ware, and lamps; The Meriden Cutlery Co., the oldest in America; The Wilcox & White Organ Co.; The Æolian Organ Music Co.; The Miller Bros. Cutlery Co., manufacturers of cutlery and pens; The J. D. Bergen Co., manufacturers of cut glass; Parker Bros., manufacturers of Parker Shot Guns; E. Miller & Co., manufacturers of the Rochester Lamps; The Bradley & Hubbard Manufacturing Co., manufacturers of the "B. & H." lamps, chandeliers, and bronze goods; The Meriden Bronze Co.; The Meriden Malleable Iron Co.; Rawitzer Bros. Woollen Mill, — are all located here, beside a dozen or more big silver-plated-ware factories and silver novelty manufacturers.

On the great land route from Boston to New Haven, Belcher built a fortified tavern here in 1660. Levi S. Ives, Episcopal Bishop of North Carolina (1831–52); who was received into the Roman Catholic Church at the city of Rome in 1852, was a native of Meriden. Meriden has 26,000 inhabitants.

After *Yalesville* comes **Wallingford** (*Wallingford Hotel*). Davenport preached a sermon at the founding of this town (in 1669) from the text, "My beloved hath a vineyard in a very fruitful hill." On that fruitful hill the village is built, with a neat town hall, a costly Episcopal church, and a fine modern school-house, besides several neat villas. Manufactures of German-silver ware, Albata plate, &c., are carried on on the plain. The Hanging Hills form a lofty and picturesque scene to the W. of the village.

The line follows the Quinnipiac Valley to N. Haven. There is here a Gothic church (Episcopal) facing the Green, near which is the house where Dr. Trumbull the historian lived for 50 years, and wrote 4,000 sermons and several books. North Haven makes several million bricks yearly. The train soon passes East Rock (on the r.), crosses Mill River, and enters **New Haven.**

New Haven to New York, see Route 8.

22. Boston to Albany, Saratoga, and the West.

Via the Boston & Albany and New-York Central Railroads. Over this route pass the Chicago Express, the Boston and Chicago Special, the North Shore Limited, the Cincinnati and St. Louis Express, and other splendid through trains, with Wagner drawing-room, buffet, library, sleeping, and other vestibuled cars. Six express-trains run between Boston and Albany daily, in each direction.

Trains run over the B. & A., connecting at Albany with Del. & Hud. Canal Co.'s R. R. for Saratoga. During the summer months four trains in each direction daily.

This is the favorite route running W. from Boston, and will long hold this position, since the principal inland cities of Massachusetts are on its line. When its construction was first talked of, the "Boston Courier" derided the scheme, saying that it could be built only at an "expense little less than the market value of the whole territory of Massachusetts, and which, if practicable, every person of common sense knows would be as useless as a railroad from Boston to the moon." Yet the work went on, the road was completed to Worcester in 1835, to Springfield in 1839, and to Albany in 1842. The admirable appointments and organization of this route, and its immunity from accidents, have given it a wide reputation and an extensive patronage.

The station in Boston is on the corner of Kneeland and Lincoln sts.

After emerging from the city, the line crosses the Providence Railroad (Route 8) on the Back Bay lands, and passes the junction of the Highland Branch (2 M. out). A fine panoramic view is gained by a backward glance from the windows on the r. of the car, embracing the ancient academic city of Cambridge, with the heights of Somerville and Charlestown, while much of Boston is visible to the rear.

For the itinerary between Boston and Springfield, see Route 21.

The line crosses the Connecticut River on a long bridge just after leaving Springfield, and follows the valley of the Agawam River past W.

Springfield (Agawam Hotel), a prosperous manufacturing village, to **Westfield** (*Park-Square Hotel*, $2.50 a day). The Indian domain of Woronoco was settled by the English in 1660, and called Streamfield, from the abundance of its waters, but later, the Legislature named it Westfield, as the most westerly of the settlements. Late in King Philip's War, the colonial council ordered that this, and all the other valley towns, should be evacuated, and that their inhabitants should concentrate at Springfield and Hadley. An angry refusal was returned, and the towns negotiated for union with Conn. until the obnoxious edict was repealed. Westfield built a fort and stood her ground. At present it is a busy village, where 32 firms make 2,500,000 whips a year, and 12,000,000 cigars are annually made. The *State Normal School* located here has 160-200 students, and is of high reputation. Several churches front on the Green, which is adorned by a monument by which "Westfield honors the memory of her sons who have fallen in defence of Liberty, Union, and Independence, 1861 to 1865." The pedestal bears the arms of the State and of the Union, and a list of the slain, and is surmounted by a bronze soldier, of heroic size. The village is situated in a beautiful valley by the Westfield River, ½ M. S. of the station. The New Haven and Northampton Railroad crosses the line at this point.

The line now runs up the valley of the Westfield River, passing Pochassic Hill and Mt. Tekoa on the r., and stops at Russell (Russell House), in a mountainous town. Station, Huntington and Chester, after which the line passes into Berkshire County (see Route 23). Beyond the borders of Berkshire and of Massachusetts the line enters New York State, and connects at Chatham with the Harlem Div. N. Y. C. R. R. From Chatham, it runs N. W., through Kinderhook and Schodack to Greenbush, and thence crossing the Hudson on a noble bridge, enters the city of Albany.

Connections are here made with the New York Central R. R. for the West, and with other routes for New York, Saratoga Springs, &c. Also with the Hudson River boats. From Albany to Utica, 95 M.; to Rome, 109 M.; to Syracuse, 147 M.; to Rochester, 250 M.; to Buffalo, 297 M.; to Niagara Falls, 305 M.; to Detroit, 536 M.; to Chicago, 820 M. These distances are calculated on the N. Y. Central R. R., and the Lake Shore and Michigan Southern R. R. (via Toledo and Cleveland), which it meets at Buffalo. By the same route and the shortest lines beyond, the whole distance from Boston to Niagara Falls is 507 M.; to Chicago, 1,022 M.; to St. Louis, 1,302 M.; to Omaha, 1,515 M.; to San Francisco, 3,429 M.

23. The Berkshire Hills.

This district will be considered in connection with its railway system, whose various lines will be treated of independently of their connections beyond the county limits.

The Berkshire Hills form a beautiful and picturesque district of mountains and lakes, abounding in charms for the lover of nature. Thousands of city people flock hither every summer, and rest and relax amid scenes so peaceful and attractive. The best time for a visit here is in October, "when the holiday hills lift

their wreathed and crowned heads in the resplendent days of autumn." Says Beecher of this season in Berkshire, "Have the evening clouds, suffused with sunset, dropped down and become fixed into solid forms? Have the rainbows that followed autumn storms faded upon the mts., and left their mantles there? What a mighty chorus of colors do the trees roll down the valleys, up the hillsides, and over the mts.

"From Salisbury to Williamstown and then to Bennington in Vermont, there stretches a county of valleys, lakes, and mts., that is yet to be as celebrated as the lake-district of England, or the hill-country of Palestine."

Another writer says: "Berkshire is a region of hill and valley, mt. and lake, beautiful rivers and laughing brooks, — the very Piedmont of America." Godfrey Greylock naïvely writes, "Somebody has called Berkshire the Piedmont of America. I do not know how just the appellation may be, but I do know that if Piedmont can rightly be called the Berkshire of Europe, it must be a very delightful region."

The route from Boston to Central Berkshire is by the Boston and Albany R. R. Distance to Pittsfield, 151 M.; fare, $3.40.

The route from New York to Berkshire is by the N. Y., N. H. & H. R. R. and its Berkshire Division (see page 114). Distance to Pittsfield, 166 M. Pittsfield is 53 M. from Springfield and 51 M. from Albany.

"That section of the Western R. R. which traverses the wild hills of Berkshire is a work of immense labor, and a wonderful achievement of art. After leaving the wide meadows of the Conn., basking in their rich inheritance of alluvial soil and unimpeded sunshine, you wind through the narrow valleys of the Westfield River, with masses of mts. before you, and woodland heights crowding in upon you, so that at every puff of the engine the passage visibly contracts. The Alpine character of the river strikes you. At Chester you begin your ascent of 80 ft. in a mile for 13 M. The stream between you and the precipitous hillside, cramped into its rocky bed, is the Pontoosuc, which leaps down precipices, runs forth laughing in the dimpling sunshine, and then, shy as a mountain nymph, it dodges behind a knotty copse of evergreen. In approaching the summit-level you travel bridges built a hundred feet above other mountain streams, tearing along their deep-worn beds; and at the 'deep cut' your passage is hewn through solid rocks, whose mighty walls frown over you."

"We have entered Berkshire by a road far superior to the Appian Way. On every side are rich valleys and smiling hillsides, and deep set in their hollows lovely lakes sparkle like gems." (Miss Sedgwick.)

Stages run daily from Westfield to **Granville** (*Granville House*), 9 M. S. W.; *Tolland*, a high-placed hamlet; and *Montgomery*, a rugged mountain-village, 7 M. N. W. Also from Russell 4½ M. W. to *Blandford* (Mountain House) and 8 M. to *N. Blandford*, in an ancient Scotch-Irish dairy-town. From Huntington station (Parks House), stages run thrice weekly N. to *S. Worthington* (9 M.) and *Worthington* (Waverly House; 14½ M.). From Chester (Chester House), stages thrice weekly to *Becket Centre*, 5 M., and **Otis** (*Day's Hotel*), 11½ M. From Middlefield daily 4 M. N. to **Middlefield**.

From Tekoa Mt. to Washington Summit the track rises 1,211 ft. **Becket** (*Claflin House*) has several lakes, from one of which flows Farmington River. 10 M. S. of Becket Station is Otis, with the island-studded Great Lake. Station, *Washington*, among the hills which the Indians called Tukonick. The village is S. of the station in a pretty valley. Station, *Hinsdale*, in a

large town (so named in honor of its first pastor) which is "more pleasing to the lover of fine mountain scenery, exhilarating breezes, and crystal fountains, than to the farmer in quest of fortune." The mts. here recede from the line of the track, and the tall hills of Peru are seen on the E. (r.). Station, *Dalton* (Irving House), originally named Dale-town, which has large paper-factories. From Dalton a highway leads to Windsor (Cleveland House) 7 M. N. E., the Indian "Ouschaukamaug," a loftily situated village in a town rich in Saxony and Merino sheep, and "noted for the longevity of its inhabitants." About 3 M. from Dalton, on the Windsor road, are the Wahconah Falls, where a mt. stream falls in 3 leaps over an 80-ft. cliff of gray marble. 5 M. beyond Dalton the train passes Silver Lake, and stops at the costly and handsome station in **Pittsfield.**

Hotels. American House, on North St., 120 guests, at $10 to $15 a week; Burbank House, opposite the station, $9 to $12 a week. *Maplewood*, for summer-boarders, $12 to $25 a week. Good restaurant in the station.

Pittsfield is a beautiful city of 20,000 inhabitants, and is the centre and capital of Berkshire County. It was settled about the middle of the last century (1752) on the Indian domain of Pontoosuc, and in 1761 it received its present name, in honor of William Pitt, the English statesman and friend of America.

In 1844 the Berkshire Jubilee was held here, calling in thousands of the sons of the county from all parts of the Union; and on Sept. 24, 1872, the largest multitude ever seen in Berkshire gathered here at the dedication of the **Soldiers' Monument.** At sunrise the church-bells rang, and 37 guns were fired, and the procession included 8 bands of music, detachments from 9 veteran regiments, the 2d Mass. Militia reg., and 2 Commanderies of Knights Templar. G. W. Curtis was the orator of the day. "The soldiers' monuments of the late war, happily arising in every town and in every village, with the beautiful rites of Decoration Day, hallowing the memory of heroes, are like the spring of liberty, flowing everywhere in the land." The monument consists of a massive pedestal on which is a bronze statue of a lithe young soldier in fatigue uniform, standing at rest, with his left hand holding a flag-staff, and the right hand high up in the folds of the flag. This "Color-Bearer" was designed by Launt Thompson, and cast from the metal of 5 cannon given by Congress for the purpose. The pedestal contains the names of 5 officers and 90 men who died in the field, out of 1,250 who enlisted at Pittsfield.

> "A voice from lips whereon the coal from Freedom's shrine hath been,
> Thrilled, as but yesterday, the hearts of Berkshire's Mountain men;
> The echoes of that solemn voice are sadly lingering still
> In all our sunny valleys, on every wind-swept hill.
>
> And sandy Barnstable rose up, wet with the salt sea spray:
> And Bristol sent her answering shout down Narragansett Bay;
> Along the broad Connecticut old Hampden felt the thrill,
> And the cheer of Hampshire's woodmen swept down from Holyoke Hill.
>
> *No slave-hunt in our borders — no pirate on our strand!*
> *No fetters in the Bay State — no slave upon our land!*"
>
> WHITTIER.

The monument stands in the Park, a green in the midst of the city, which is called the heart of Berkshire.

Here, in the centre of an elliptical line of trees, stood the Old Elm, with its 90 ft. of smooth shaft, and concentric rings representing 340 years of growth. After being twice thunder-smitten, the Old Elm became un-

safe, and was taken down in 1864, amid the mourning of the county. On one side of the Park is the Congregational Church (of stone), where Dr. John Todd (a powerful and prolific writer) preached, 1842–70. Next to it is St. Stephen's Episcopal Church. At the end of the Park is the elegant white marble * **Court House**, which, together with the Jail (in another street), cost $ 400,000. Near the Court House, and fronting the Park, is the building of the Berkshire Athenæum, containing a fine library and collections of local curiosities. On the corner of North and West Sts., near the Park, is the noble building of the Berkshire Life Insurance Co. On the main street are some fine business buildings, and beyond the American House is the Church of St. Joseph. The French Catholic and German Lutheran Churches are interesting. The Y. M. C. A. is erecting a fine building. The House of Mercy is a large hospital, attached to the Bishop Memorial Training-School for Nurses. Electric cars traverse the principal streets, from the railway station to Lake Pontoosuc. On East St. is the noble old Appleton mansion, once the home of Longfellow's wife, and the place of "The Old Clock on the Stairs." Longfellow spent many summers here. At Pittsfield Lord Coleridge said: "England has nothing more pleasingly picturesque than Berkshire." The Baptists have a handsome church on North St.; and the Methodist Church is attractive. There are many beautiful villas on Wendell Avenue, Jubilee Hill, &c. The town is situated on a plateau 1,000–1,200 ft. above the sea, and surrounded by lofty hills, the Taconics on the W. and the Hoosacs on the E. Beautiful villas abound in the suburban streets, and extensive manufactures of cotton and woollen cloths, knit goods, and boots, furnish employment for the foreign population. The town is supplied with water from Lake Ashley, a little romantic loch which lies upon the summit of Washington Mt. (1,800 ft. high), 7 M. to the S. E. Pittsfield has large manufactures, beautiful alluvial environs, 11 churches, 6 papers, and 6 banks.

Lake Onota (683 acres) is about 2 M. W. of Pittsfield. From the hill where Ashley's Fort stood, a fine view is enjoyed, but the best prospect is from a long point running from the N. shore, to which locality belongs the legend of "The White Deer of Onota."

Pontoosuc Lake, "the haunt of the winter deer" (575 acres), is 2½ M. N. of Pittsfield, on the road to Williamstown (22 M.).

Berry Pond is to the N. W. in Hancock. "Berry Pond does not derive its name from the strawberries, blackberries, and raspberries, which by their abundance in the vicinity would justify the appellation, but from an obscure, stout-hearted man who once dwelt upon its border, and wrung subsistence for a large family of girls out of the margin of its rocky chalice. Nothing can exceed the beauty of this pond. Its margin is sometimes a beach of silvery sand, strewn with blocks of snowy quartz and delicate, fibrous mica; again grassy and green to the water's edge; and yet again fringed with long eyelashes of birch and hazel-trees, that dreamily gaze at their reflection in the mirror." (Taconic.)

South Mountain is S. of Pittsfield. From its S. summit Greylock

is seen in the N., Mount Oceola and Perry's Peak in the W., the Lenox Mt. in the S., and the Mts. of Washington in the E. The city is close at hand in the N. with Lake Onota at its side. Nearer is Melville Lake, or Lilly Bowl, near Lilly Ope, so named from an old Meg Merrilies of a hermitess named Lilly, who once lived in the valley.

In the mts. N. W. of Pittsfield, and distant several miles, are some romantic points. Below Mt. Honwee is the Promised Land, a name given with grim New England humor to a tract of land for which grants were long promised and longer delayed. On its W. summit is a pretty lakelet whence Lulu Ope (or valley) may be descended to Lula Cascade, "a foam-white column which finds its base in a circular pool of black and glossy surface, overhung by a gray old boulder, and by masses of tangled foliage." S. of the Promised Land is the Ope of Promise, the nearest (though arduous) path to Berry Pond. Then comes Arbutus Hill and Ope, which are covered with arbutus in May, and beyond them is Old Tower Hill.

S. of the Lebanon road (which runs through Lilly Ope) is Doll Mt., where the Shakers formerly worshipped, and which they called Mt. Zion. Silver Lake is in the E. environs, and Sylvan Lake is 2–3 M. E. of the city. The larger lakes hereabouts are prolific in pickerel, but the trout have been nearly exterminated.

O. Wendell Holmes long resided at a villa 2 M. from the city, on a small farm remaining from 24,000 acres purchased by his grandfather in 1735. Near him lived Herman Melville, the rover, and author of sea-novels. "White Jacket," "Moby Dick," and other works were written here, where he resided 1850–60.

Daily stages run from Pittsfield N. W. 10 M. to *Hancock*, a lonely Baptist village among the mountains; also, N. 2½ M. to *Pontoosuc*, at the foot of Pontoosuc Lake; 6 M. to *Lanesboro* (Lanesboro House); 13 M. to *New Ashford*, under Saddleback Mt.; 17 M. to *S. Williamstown* (Sabin House), under Greylock; and 22 M. to Williamstown (see page 156). Stages from Hinsdale to Windsor, Peru, Cummington.

Near the station of Richmond are the remarkable geological phenomena of Richmond Valley, consisting of seven parallel lines of boulders, stretching across the valley from Perry's Peak to Lenox Mt. in a S. E. direction. This feature was carefully studied by Sir Charles Lyell (in two visits), and is mapped and described in his "Antiquity of Man." Perry's Peak is famed for its superb over-view.

To **New Lebanon Springs** is a favorite excursion from Pittsfield. By the highway the distance is 12–15 M.; the railroad route is circuitous, being by the Albany line to Chatham, and thence 19 M. up the Lebanon-Springs Railroad, which leads 57 M. N. to Bennington.

Columbia Hall ($15 to $25 a week) is a fashionable old summer-hotel.

The thermal springs at New Lebanon have won an excellent reputation for their efficacy in diseases of the skin and liver. The flow of the waters is very large, and its temperature is about 73°. There are many fine drives and walks in this vicinity, the favorite of which is to the Shaker Village, about 2 M. distant.

The Shakers originated from a French sect which came to England in 1706, and Ann Lee, of Manchester, the daughter of a blacksmith and the wife of a blacksmith, joined them in 1758. In 1770, after emerging from a madhouse where she was confined for reviling matrimony, she announced, "I am Ann, the Word," and soon after came to America, and was made the "Spiritual Head" of the sect. In 1780 she produced a revival at New Lebanon, and converted many to Shakerism, soon after which the sect established its head-quarters there, and in 1795 accepted the commonwealth covenant. She claimed the power of working miracles, and held that Christ's coming was not the fulfilment of "the desire of all nations, but that the second Divine advent must naturally be manifested in that particular object, to wit, woman, which is eminently the desire of all nations." Mother Ann made New Lebanon "the capital of the Shaker world, the rural Vatican which claims a more despotic sway over the mind of man than ever the Roman Pontiff assumed." On her death a peculiar hierarchy assumed the government. The First Elder, the successor of Mother Ann, appoints the second elder, and the

first and second eldress. These four, called the "Holy Lead," remain secluded in the church at Lebanon, and appoint subordinate clergy, including one elder in each family. Their Scriptures are contained in the "Holy Laws" and Order Book, which are claimed as works of inspiration, and as partly dictated by the Recording Angel, although they may be amended or rescinded by the Holy Lead. Unlike other sects, the Shakers claim that men may join their church after death, and among other illustrious posthumous members, they count Washington, Lafayette, Napoleon, Tamerlane, and Pocahontas. "By frugality and industry they give us many useful things, but they do not produce what the Republic most needs, — men and women." *

The sect has been declining since the death of its great head and her disciples, because it has no powers of internal development. There are many Shaker villages in the N. Atlantic States, but the community at New Lebanon has dwindled to 20–30 members.

3 M. S. W. of Pittsfield (by R R.) is a Shaker village, near Richmond Pond, and a little way to the N. of it is a mountain (in Hancock) where the devotees of this faith formerly held their weird meeting. Their tradition states that here on Mt. Sinai, the Shakers hunted Satan throughout a long summer night, and finally killed and buried him. Over his grave, to this day, Washington and Lafayette keep guard, mounted on white horses, and are seen on summer nights by the faithful who chance to pass their ancient shrine.

From Pittsfield the Housatonic R. R. runs through Southern Berkshire. "Of all the railroads near New York none can compare, for beauty of scenery, with the Housatonic from Newtown to Pittsfield, but especially from New Milford to Lenox." (BEECHER.) Fredrika Bremer speaks of "the wonderfully picturesque and sometimes splendidly gloomy scenery" along the line of this railroad. By this route it is 8 M. to **Lenox** Station (passing South Mt. on the r.), from which stages ascend to the village in 2 M. By a fine carriage road it is 6 M. S. of Pittsfield.

Hotels. Curtis Hotel accommodates 140 guests at $4.00 a day, with considerable reductions for a long stay. There are several large summer boarding-houses here (Mrs. Flint's, &c.), more quiet and inexpensive than the hotel, and some of them better situated.

"**Lenox,** known for the singular purity and exhilarating effects of its air, and for the beauty of its mountain scenery. If one spends July or October in Lenox, he will hardly seek another home for the summer. The church stands upon the highest point in the village, and if, in summer, one stands in the door and gazes upon the vast panorama, he might, without half the Psalmist's devotion, prefer to stand in the door of the Lord's house to a dwelling in tent, tabernacle, or mansion." So says Beecher, whose "Star Papers" were written during his summer visits to Lenox, in a house which stood near the site now occupied by Gen. Rathbone's mansion.

Fredrika Bremer wrote, "The country around Lenox is romantically lovely, inspired with wood-covered hills and the prettiest little lakes."

This "gem among the mountains" (SILLIMAN) was settled in 1750, and received the family name of the Duke of Richmond. It is situated on a high hill, and contains the old Court House (which now has a library and reading-room) and numerous villas pertaining to gentlemen of Boston and New York. Fanny Kemble (Butler) long resided here, and wished to be buried in the graveyard on the hill, saying, "I will not rise to trouble any one if they will let me sleep here. I will only ask to be permitted, once in a while, to raise my head and look out upon this glorious scene";

* Much of the foregoing account has been condensed from Dwight's Travels. The editor does not know whether the government remains now in the same form.

and Beecher adds, "May she behold one so much fairer that this scenic beauty shall fade to a shadow." Lenox is 1,300 ft. high. It has Waring's system of sewerage, and a water-supply from mountain-springs. The churches are Cong., Meth., Epis., and Cath. There are 100 summer cottages here. The Lenox Club has a well-fitted club-house.

Bald Head is 2–3 M. from the village. From this point is seen the rich Stockbridge Valley, the Bowl (Lake Mahkeenac), and the wide Housatonic valley on the S., with Laurel Lake and Rattlesnake Mt. on the S. E. On the N. and W. are Lenox and Oceola Mts., on the N. is South Mt., and on the E. are the tumultuous hills of Washington, "a view wide, rich, and joyous."

The *Stockbridge Bowl* and *Laurel Lake* are S. W. and S. E. of Lenox, — each being 2½ M. distant (see Stockbridge and Lee). A pretty view of Laurel Lake is gained from the first hill S. of the village, with Lenox Furnace near it on the l.

Perry's Peak is 6–7 M. distant, passing Lenox Mt. and Richmond Valley. This lone summit, which stands on the frontier of New York, is 2,077 ft. high, and overlooks the Hudson, the Catskills, and the Green Mts. New Lebanon, "the Shaker capital, and Gretna Green of Mass.," is but 7–8 M. beyond the Peak.

At Lenox Dale, 2 M. S. E. of the village, on the R. R., are extensive glass-works, where, among other varieties, the best quality of plate-glass is made, from pure granulated quartz.

Other excursions are to the Ledge, the Pinnacle, and Richmond Hill. The sunset view from Church Hill is of great beauty, embracing Greylock on the N., and the Dome on the S. Echo Lake is a beautiful loch near W. Stockbridge Mt.

Lee (*Morgan House*) is 4½ M. S. E. of Lenox by road, and 5 M. by railroad and stage.

Lee was settled in 1760, and was named for one of the Virginian Lees, who were so distinguished in the Continental Army. Paper-making was early commenced here, and now the business has assumed vast proportions. But the town is most widely known for its excellent white marble, of which $1,000,000 worth was used in building the U. S. Capitol at Washington. The quarries are close to the village on the S., and lie between the railroad and the river. They supplied marble for the New-York Cathedral, the Philadelphia Public Building, and the new Massachusetts State House. Lee has good churches and schools, a newspaper (*The Valley Gleaner*), and many handsome summer-residences. Fern Cliff is E. of the village, and gives noble views of the Housatonic and Hoosac Valleys, with Greylock and other stately peaks.

Laurel Lake is a pretty sheet of water 1 M. N. of Lee, that should be visited in the late afternoon to catch "the delicate evening lights that glance from its tranquil surface."

Daily stages, 5 M. S. E. (and from S. Lee station, 3 M.) to the ancient Shaker community of *Tyringham*, now extinct, and its buildings occupied by the summer-resort of **Fernside** (100 guests: $9–10 a week). It is in a lovely secluded glen, 1,600 ft. above the sea, and under the Shakers' Holy Hill. Stages also daily from Lee, 5 M. to W. Becket; and 10 M. to **Otis** (*Day's Hotel*), where many summer-pilgrims rest.

Stockbridge (*Stockbridge House*, 150 guests, $2.50 a day, $15 to $21 a week), 6 M. from Lee by R. R., and 4 M. by the highway, is one of the fairest of what Gov. Andrew called "the delicious surprises of Berkshire." It is "famed for its meadow-elms, for the picturesque beauty adjacent, for the quiet beauty of a village which sleeps along a level plain just under the rim of the hills." (BEECHER.) The hotel fronts on the main street; to its l. is a marble fountain from Italy; and before it is the new memorial St. Paul's Episcopal Church, the gift of Mr. Charles E. Butler, in 1884, with its sweet and deep-toned bell. Near by stands a brown-stone shaft, inscribed "To her sons, beloved and honored, who died for their country in the great war of the Rebellion, Stockbridge, in grateful remembrance, has raised this monument." To the W. is the house (built 1737) where Edwards wrote "The Freedom of the Will."

It is now a summer boarding-house, known as *Edwards Hall.* In and near the Green, ½ M. W. of the hotel, are the old Cong. Church; the Jonathan-Edwards monument, of polished Scotch granite; the Bell-Tower, a picturesque stone campanile containing a chime of ten bells, given to the town by David Dudley Field; and the ancient Indian cemetery, with its rugged memorial monument. Aaron Burr once lived in a house still standing, towards the station. Opposite Edwards Hall is the venerable Sedgwick mansion. ½ M. N. of the church is a park of 12 acres, given to the town by Cyrus W. Field. Noble villas crown the adjacent hills, and surround Stockbridge Bowl.

On the main st., E. of the hotel, is the Jackson Library, a neat little stone building containing 8,000 volumes, a cabinet of minerals, certain relics of Edwards, and a marble tablet, on which are inscribed the names of 134 officers and men who went from Stockbridge to the Secession War. On the street diverging from the Library is a small Catholic Church of marble. Beyond the Library is the old Academy with a long semicircle of elms in front, a copy, in living trees, of the stone porticos before St. Peter's Church in Rome. Back of the Academy is Laurel Hill, with a turf rostrum in a glen surrounded by trees and rocks. Here in late August of each year meets the Laurel Hill Association, devoted to preserving, protecting, and increasing the beauty of the village and its environs. On the heights above the village are the mansions of David Dudley Field (for 40 years a prominent N. Y. lawyer and jurist), H. M. Field, D. D. (author, and for many years editor of the "Evangelist"), Ivison (the publisher), Prof. Joy (of Columbia College), and the old Mission House, built by "the Great and General Court of His Majesty's Province of Massachusetts Bay" early in the last century. The view from these heights, especially about sunset, is one of the most beautiful in nature (it was pronounced by Dr. McCosh equal to any in Scotland), embracing the rich valley of the Housatonic to the E. and W., with the valley of Konkapot River stretching away in the S. to Monument Mt., Bear Mt. rising close on the l. and the tufted Evergreen Hill dividing the valley.

A great people crossed deep waters from a far-distant continent in the N. W. and marched by many pilgrimages to the sea-shore and the valley of the Hudson.

Here they built cities and lived, until a great famine scattered them and very many of them died. Wandering for years in quest of a precarious living, "they lost their arts and manners," and a part of them settled by the Housatonic River. Such were traditions of the Muhhekanew Indians told to President Dwight. In 1734 the colony established a mission, and sent John Sergeant to teach the Muhhekanews ("people of the great moving waters") at their village of Houssatonnuc, which was named Stockbridge. This tribe was ever friendly to the English, and gladly received the Gospel, first from the teachings of Sergeant, who labored here 1734–49, and translated the New Testament, and part of the Old, into their language. In 15 years he baptized 129 Indians. He was succeeded by Jonathan Edwards (preaching by interpreters, 1751–7), who in turn was succeeded by Stephen West. Many of the Indians enlisted in the Continental Army, and a company of them won high distinction at the battle of White Plains. In 1751 there were 150 Indian families here, and but 6 English families; but by 1783 the balance had changed, and John Sergeant's son, then their pastor, led the tribe to New Stockbridge, on land given by the Oneida tribe, in Western New York. About 400 people were numbered in this emigration. They remained there 34 years, and then moved to Wisconsin, where they stayed 17 years more, and about the year 1840 moved to the vicinity of Leavenworth, in Kansas. Where they have been crowded to since, this record cannot tell.

In 1669 the great Sachem Checkatabut, head of the Massachusetts Indians, with 700 warriors, marched from the sea to the Hudson on a campaign against the Mohawks. The latter, concentrating their forces at the great tribal fortress, repelled all assaults and made fierce sorties, until the men of Massachusetts, finding their provisions failing, and the whole country rising about their ears, beat a retreat. Their march was probably directed on Stockbridge, as being the seat of a rich, peaceful, and friendly tribe, where they could hope to get food and aid. But a powerful force of Mohawks, by a forced march, got ahead of them and laid an ambush among the dense forests and rugged ravines of the Taconics (Taghkanak, "the wood place," or "Forest Hills"). The retreating warriors fell into the snare, and in the long and desperate conflict which ensued, Checkatabut and 58 of his sagamores were killed, together with a great portion of the men. Only a handful succeeded in reaching the coast again.

At the close of King Philip's War, the remnants of the insurgent confederation took refuge in the S. Berkshire Hills. But Talcott's "Flying Army," from the E., and the Mohawks, from the W. made such devastating inroads upon them that they speedily made their submission.

Among the natives of Stockbridge are H. M. Field, D. D., the editor; Cyrus W. Field, the projector and organizer of the Atlantic Telegraph Cable; E. Bacon, the jurist; J. S. Hart, the author; and Catherine M. Sedgwick, the popular authoress of "Redwood," "Hope Leslie," &c. Also, the Rev. Dr. Mark Hopkins.

Jonathan Edwards, the greatest of American metaphysicians, was born in Conn., 1703, and a ter 30 years of preaching he settled at Stockbridge. Here he wrote the remarkable treatise on "The Freedom of the Will," in whose close and subtle argument he maintained "that philosophic necessity was compatible with freedom of the will, rightly defined, and with human responsibility. Tall and slender in person, he had a high, broad, bold forehead, piercing and luminous eyes, and a countenance indicative of sincerity and benevolence." The great religious awakening which convulsed the frozen churches of New England before the middle of the last century was largely caused by his marvellous sermons, unevadable in their directness, incontrovertible in their logic, and terrific in their lurid earnestness. Probably no preacher since Chrysostom has had such power of striking convulsive terror into an audience; and this he did simply by his words and by his intense earnestness, and without any of the graces or artifices of oratory.

While President of New Jersey College, Edwards died (1758), leaving "The Freedom of the Will," "The Religious Affections," and "The History of Redemption," as his great monuments. These, and his other writings, including many sermons, fill 10 octavo volumes.

"These three, Augustine, Calvin, and Jonathan Edwards."

* **Lake Mahkeenac** (Stockbridge Bowl) is 3–4 M. N. of the village by admirable roads. This is a beautiful, calm lake, surrounded by hills, and

with the village and spire of Curtisville peering above the trees on the S. The best way is to go up by the road on the heights, leaving Mahkeenac on the l. and passing around its N. end, return on a road W. of the Lake through Curtisville. 5 min. walk from the latter village is a beautiful little tarn called Lake Averick, or *Mountain Mirror.* Hawthorne lived in a little red farmhouse near Mahkeenac for a year and a half (1850 – 51), but remembered the many-sounding sea on whose shores he was born and had lived, and says but little about this mountain-water. But he found rare pleasure in watching the mountains themselves. "In its autumn hues, Monument Mt. looks like a headless sphinx wrapped in a rich Persian shawl"; "this valley in which I dwell seems like a vast basin filled with sunshine as with wine; and the changes of the seasons on Monument and Bald Mts., and the black-purple dome of Taconic, with the winter sunset which has a softness and delicacy which impart themselves to a white marble world."

* **Monument Mt.** is 3 – 4 M. from Stockbridge. The Great Barrington road is followed to the top of the ridge, then a wood-road diverges to the r. When ¾ M. from the N. summit a path is taken which conducts to Pulpit Rock, the Profile (beyond the N. summit), &c. On the E. side is a white quartz cliff of vast depth, detached from which is the Pulpit. From the summit a noble * view is gained, embracing the Housatonic Valley for many leagues, with its fair villages and mountain-walls, while the Green Mt. and Greylock tower in the N. and the Catskills may be seen in the W., if the day is clear.

> "To the north a path
> Conducts you up the narrow battlements.
> Steep is the western side, shaggy and wild,
> With many trees and pinnacles of flint,
> And many a haughty crag. But to the east
> Sheer to the vale go down the bare old cliffs,
> Huge pillars that in middle Heaven uprear
> Their weather-beaten capitals – here dark
> With the thick moss of centuries, and there
> Of chalky whiteness, where the thunderbolt
> Hath smitten them." — BRYANT.

The Mt. derives its name from a cairn which was made of stones, to which each passing Indian added a stone. The legend states that it was raised over a beautiful maiden who passionately loved her cousin, and being forbidden by the Indian laws to marry him, she threw herself from a lofty cliff and was dashed in pieces.

Icy Glen is about 1½ M. from Stockbridge, by the road crossing the R. R. just to the l. of the station, — and leaving the road near some houses at the mt. foot, go up into a romantic glen, with seats arranged about it. From this point a wild chaos of rocks, caverns, and trees extends through a long ravine, where ice is found in July. This is the N. end of Bear Mt., on whose top an observatory has been raised, commanding a neat view. It is gained by crossing the river on a wire foot-bridge near the Main St., and taking a pleasant forest-path up the slope.

Excursions are made from Stockbridge to Lee, Lenox, Great Barrington, and Mt. Everett, also to the romantic and desolate town of Monterey (11 M. S. E.).

"If you wish to be filled and satisfied with the serenest delight, ride to the summit of this encircling hill-ridge" (above Stockbridge) in a summer's afternoon, while the sun is but an hour high. The Housatonic winds, in great circuits, all through the valley, carrying willows and alders with it wherever it goes. The

horizon on every side is piled and terraced with mountains. Abrupt and isolated mountains bolt up here and there over the whole stretch of plain, covered with evergreens." (BEECHER.)

Great Barrington (* *Berkshire Inn*, $10.50 to $17.50 a week; *Collins House*) is a lovely New-England village, 8 M. S. of Stockbridge, and 3½ hours from New York. The new town hall is a handsome building, in front of which is a beautiful bronze statue of Victory (cast in Paris), for the Soldiers' Monument. Berkshire Inn, a modern hotel, $10–14 a week; Miller's Hotel. This "is one of those places which one never enters without wishing never to leave. It rests beneath the branches of great numbers of the stateliest elms." (BEECHER.) Fine macadamized roads are built around the place, on which excursions are made to Monument Mt. (4 M.), Monterey (8 M.), and Sheffield (6–7 M.). In the vicinity is a curious rock formation called Purgatory, while a path leads to the top of E. Mt. in 2 M. The *Berkshire Soda Springs* are about 3 M. to the S. E. Several fine villas are in the outskirts of the village, and the Cong. and Epis. churches are handsome buildings.

Daily stages run 10 M. S. E. to **New Marlboro'** (summer-board in *S. Berkshire Institute*), where there is a stalactite cave. On the way, 5–6 M. out, is *Lake Buel*, a beautiful sheet of water, with groves, steamboat, &c.

E. of New Marlboro' is Sandisfield, with Seymour and Hanging Mts. and Spectacle Ponds. Here was born Col. John Brown (1744), a brave partisan officer in the Revolutionary War, whose fearless and fanatical Puritan grandson, John Brown, invaded the powerful State of Virginia at the head of 20 men (Oct. 16, 1859), intending to become the liberator of the slaves of the South. The Virginian militia gathered quickly, attacked him at Harper's Ferry, killed most of his men (including his two sons), and captured the wounded leader. He was hung, according to the sentence of the law, "and met death with serene composure."

A daily stage runs from Great Barrington to N. and S. Egremont.

The Mt. Everett House, in S. Egremont, is a small and secluded summer-hotel, situated about 5 M. from the lofty Mt. Everett, and in a thinly settled town abounding with lakes. The ascent of **Mt. Everett** is "along a vast, uncultivated slope, to the height of nearly 2,000 ft., when you reach the broad valley where the few inhabitants reside, in the centre of a vast pile of mts." The town has but 256 inhabitants. Dr. Hitchcock thus describes the * view from Mt. Everett: "You feel yourself to be standing above everything around you, and possess the proud consciousness of literally looking down upon all terrestrial scenes. Before you on the E. the valley through which the Housatonic meanders stretches far N. in Mass., and S. into Conn.; sprinkled over with copse and glebe, with small sheets of water and beautiful villages. To the S. E. a large sheet of water appears, of surpassing beauty. In the S. W. the gigantic Alander, Riga, and other mts. more remote, seem to bear the blue heavens on their heads in calm majesty; while stretching across the far distant W. the Catskills hang like the curtains of the sky. O what a glorious display of mts. all around you! This is certainly the grandest prospect in Mass., though others are more beautiful."

3 M. by road from N. Egremont is *White's Hill*, famous for its noble view.

Mt. Washington (*Alandar House*; boarding-houses of I. Spurr, O. C. Whitbeck, W. H. Weaver) is reached by daily stages running between Great Barrington and Copake, on the N. Y. Central. Also, stages from Copake to Alandar, 6 M. S. E. The settlements are on the lofty plateau between Mt. Alandar and Mt. Everett (the Dome of the Taconics), with rare views from Sunset Hill, etc. The scenery is of a high order of grandeur, and the adjacent peaks and Bash-Bish Falls are visited thence. Near the hamlet is Sky Farm, long the home of the poets, Dora and Elaine Goodale. Mt. Washington was an appanage of the great Livingston Manor, of New York, and first settled by the Dutch. It was the first town named for the great Virginian, its name having been given by the State Legislature in 1776.

In Egremont occurred the last engagement in Shays' rebellion, when the insurgents, after plundering Stockbridge, were attacked here by the Great Barrington militia, and 40 were killed and wounded.

Bash-Bish Falls (see Salisbury, Conn.) are about 10 M. from the Mt. Everett House, by a road running down through Mt. Washington, and around Cedar Mt. The views of Mt. Everett, Elk, Alander, and Cedar Mts. are fine.

6 M. S. of Great Barrington is **Sheffield** (Miller Hotel, small), "full of rural simplicity and beauty, richly decorated with lovely valley and majestic mountain scenery." It is a quiet village, with a broad, shady street, in a rich intervale of the Housatonic, and is chiefly noted for its marble, of which Girard College (Philadelphia), with its huge columns, was built. Picturesque roads run S. into Salisbury, and N. W. into Egremont.

Bishop Janes, of the Methodist Church; D. D. Barnard, 8 years M. C. and Minister to Prussia, 1849–53; F. A. P. Barnard, President of Columbia College since 1864; H. D. and T. Sedgwick, lawyers, the latter of whom was derided for introducing a bill in the Legislature, projecting a railroad from Boston to Albany (1827); Chester Dewey, D. D., clergyman and botanist; Orville Dewey, D. D., the Unitarian divine; and Judge Daniel Dewey, — were natives of Sheffield.

Northern Berkshire

is approached from Pittsfield by the Pittsfield and N. Adams Branch R. R. There is also a romantic road leading through the western valleys and remote from the R. R., passing Pontoosuc Lake, and then through the glens between the Saddle-Back Range and that line of mts. which stretch from Old Tower Hill to the tall peak of Berlin Mt. This road passes through the villages of Lanesboro, New Ashford, and S. Williamstown. The railroad crosses *Lanesboro* (station, Berkshire, near Pontoosuc Lake), a town which has beds of snow-white granular quartz, used in the manufacture of superior cylinder-glass. Variegated marble also abounds here, with iron and limestone. Savage Mt. and Constitution Hill are picturesque and far-viewing heights. H. W. Shaw was born here in 1818, and has since 1863 attained a high reputation as a humorist, under the name of "Josh Billings." The line here enters the valley of the Hoosac River, which it follows to N. Adams. *Cheshire* is the next town, in a fertile alluvial valley surrounded by lofty hills. This town is famous for its dairies, and in 1802 its people sent as a New Year's gift to President Jefferson a mammoth cheese weighing 1,450 pounds. Before reaching Cheshire Harbor the great Saddle-Back Range begins, on the W., about 2 M. from the track. A road leads from Cheshire Harbor E. into Savoy, a wild mt. town, with one small village called Savoy Hollow (Green Mt. House), 7 M. from Adams (861 inhabitants).

Adams (the birthplace of Susan B. Anthony) is next reached. From N. Adams a new and picturesque carriage-road runs to the top of the majestic Greylock Mt. which towers over the valley. This is the highest mt. in Mass. and commands a *view "immense, and of amazing grandeur."

The road runs W. and then N., crossing a spur of the mt., from which pretty views of the valley of the Hoosac and its villages are gained. Descending now over a very rough road, the Notch (sometimes called the Bellows Pipe, from the gusts which draw through it) is entered. The mt. just crossed is called Mt. Hawks. At Walden's house the Notch road is left, and Mt. Williams is rounded on its N. side, then the clearing between Mts. Williams and Prospect is passed; the long W. slope of a ridge is ascended, and after a southerly walk the summit is attained. A straighter and simpler, though less picturesque, way is right up the S. slope from **Adams.** **(See page 157.)**

The summit of Greylock is partially cleared, and overlooks the valley of the Hoosac on the N. with its villages, and the peaks of the Green Mts. beyond. N. of E. and S. of E., nearly 60 M. away, are Mts. Monadnock and Wachusett; due S. E., nearly 40 M. distant, are Mts. Tom and Holyoke. Southward are the many peaks of the Berkshire Hills, bounded by Mt. Everett, with Pittsfield and its lakes, and other villages and towns. S. W. are the Catskills, and it is thought that the Mts. in the N. W. are those which environ Lake George. Saddle Mt. and Saddle Ball are close to Greylock, and respectively N. and S. The paths to the summit of Greylock are difficult and easily lost, and the excursion will require a long day.

North Adams (*Wilson House*, $15 to $30 a week; *Mansion House*, $10 to $14) is a prosperous manufacturing village, on the Hoosac River. It has cotton and woollen mills, and various other industries, employing 2,200 hands, and turning out $5,000,000 worth of goods a year. Some neat villas and a fine high-school house have been built, also a soldiers' monument and several churches. The population is 16,074 (in 1890).

Adams, on the S., has 10,000 inhabitants, and large mills for making paper and cotton and woollen goods.

About 1 M. from the village (to the E.) is the *Natural Bridge*, on Hudson's Brook, where the waters have worn a passage through the solid rock 30 rods long and 15 ft. wide, leaving an arch of stained marble above it at a height of 30–60 ft. This cavernous passage was a favorite resort of Hawthorne, who spent the summer of 1838 at N. Adams, and often bathed in the waters of the brook. "The cave makes a fresh impression upon me every time I visit it, — so deep, so irregular, so gloomy, so stern; part of its walls the pure white of the marble, others covered with a gray decomposition and with spots of moss, and with brake growing where there is a handful of earth. I stand and look into its depths at various points, and hear the roar of the stream re-echoing up. It is like a heart that has been rent asunder by a torrent of passion, which has raged and foamed, and left its ineffaceable traces; though now there is but a little rill of feeling at the bottom."

The Cascade in Notch Brook is about 1½ M. from the hotel, and has a fall of 30 ft. It is situated in a pretty glen.

From the hill E. of the village are "various excellent views of mt. scenery, far and near," with "Greylock, appearing, with its two summits and a long ridge between, like a huge monster crouching down slumbering, with its head slightly elevated." Other fine prospects are gained from the various hills which surround the village.

Main St. contains several good commercial buildings, and at its end is a group of handsome churches.

Daily stages run from N. Adams N. E. 5 M. to Stamford, Vt., and 11 M. to Heartwellville; also S. from Williamstown to S. Williamstown, 4 M.; New Ashford, 8; and Lanesboro, 15. **Stamford** (*Paradise Hotel*) is a pretty village, near the Basin of the Green Mts.

The mountain-towns in this region are full of picturesque scenery, but are mournfully decadent, having been drained by Western emigration.

2 M. S. of N. Adams (street-cars) is **Zylonite** (*Zylonite Hotel*), where 600 operatives make from linen paper, camphor, and alcohol the article called zylonite, a substitute for ivory in combs and brushes, handles, collars, etc.

The W. end of the ***Hoosac Tunnel** is 1½ M. S. E. of N. Adams, and the tunnel is lighted by electricity. This stupendous work was 20 years under process of excavation, and cost the State about $20,000,000. It is 4¾ M. long, and cuts through the Hoosac Mt., whose vast bulk running N. and S. closed the way until the tunnel (in 1874) opened a new route, nearer by 9 M. than any other between Boston and the West, and of easy grade. The Nerthe Tunnel, in S. France, and the Woodhead Tunnel, in England, are each nearly 3 M. long. The cuttings from the ends (by power-drills and nitro-glycerine) were met by borings on grade from the bottom of a great shaft sunk between the peaks of the Hoosac Mt. The mountain is mostly of mica slate, except near the W. end, where great trouble was given by a soft and treacherous pudding-stone through which a tube of brick 900 ft. long was built.

After a long, slow ascent by zigzag gradients, the W. crest of Hoosac is gained, with a view of Greylock in the S. W. and the broad sweep of the Taconic Hills from the parent range in Vermont to the blue and cloudlike southern peaks. Adams is plainly visible, and the valley of the Hoosac stretching W., and the broad, central valley of Berkshire running S. Descending the slope to the plateau, the buildings over the Central Shaft are seen. The lofty and winter-worn plateau is soon crossed and the E. summit is climbed.

A noble view is obtained from this point, above the romantic gorge of the Deerfield River to Wachusett Mt., "and beyond it the blue and indistinctive scene extended to the E. and N. for at least 60 M. Beyond the hills it looked almost as if the blue ocean might be seen. Monadnock was visible, like a sapphire cloud against the sky. The scenery on the E. side of the Green Mts. is incomparably more striking than on the W. where the long swells and ridges have a flatness of effect. But on the eastern part, peaks 1–2,000 ft. high rush up on either bank of the river in ranges, thrusting out their shoulders side by side. Sometimes the precipice rises with abruptness from the immediate side of the river; sometimes there is a valley on either side; cultivated long and with all the smoothness and antique rurality of a farm near cities, this gentle picture is strongly set off by the wild mt. frame around it. I have never driven through such romantic scenery, where there was such variety and boldness of mt. shapes as this; and though it was a sunny day, the mts. diversified the view with sunshine and shadow, and glory and gloom." (HAWTHORNE.)

From *Hoosac-Tunnel* station (Rice's Hotel), E. of the mt., trains run 25 M. N. up the wild and lonely Deerfield valley, to **Wilmington** (see Route 80).

About 1 M. W. of N. Adams, and beyond Braytonville, the road to Williamstown crosses the railroad and the Hoosac River. Near this crossing a small elm is seen in a meadow 20 rods from the track, on the site of *Fort Massachusetts*, "the Thermopylæ of New England." (EVERETT.)

This was built in 1744 as one of a cordon of forts to protect the frontiers. Fort Dummer guarded the N. route down the Conn. valley, and this fort was to block up the W. route through the Hudson, Hoosac, and Deerfield valleys. In 1746 Col. Williams and many men marched hence to Albany to join the army for invading Canada, but meanwhile the enemy had made a flank march, and the Chevalier de Vaudreuil attacked the fort at the head of 900 French and Indians. Sergeant Hawks and 22 men held the place for 48 hours against this overwhelming force, and only surrendered when every grain of powder was exhausted. The Franco-Indian force lost 47 men before the fort.

1½ M. from its railroad station is **Williamstown** (*The Greylock*, and *Taconic Inn*, each $3 a day, or $12.50 to $25 a week), a beautiful village situated in a fertile valley which is grandly mountain-walled. The reason of Williamstown's being is **Williams College**, a flourishing institution, with 29 instructors and 350 students. Morgan Hall, the largest dormitory, was built in 1883. Clark Hall is a fine Norman-arched building, of granite. The Chapel contains the Garfield memorial window, by Tiffany and LaFarge, and a noble window commemorating Prof. Albert Hopkins. Jackson Hall has the natural-history collections and Indian relics; and Lawrence Hall has the library of 40,000 volumes, portraits of college professors and patrons, and Nineveh sculptures. Goodrich Hall is a fine stone structure. Hopkins Memorial Hall is a handsome structure of brick, built by the graduates in honor of Mark Hopkins. Lasell Gymnasium, a stone edifice of attractive form, is finely equipped for physical training. The Field Memorial Observatory stands on the side of Stone Hill. The three Thompson laboratories, finished in 1893, are designed to give the most advanced work in biology, chemistry, and physics. Kellogg Hall, S., E., and W. Colleges, the ancient vine-covered Observatory, the President's antique mansion alongside the Cong. Church, should be noticed: also the monument to Williams-College alumni who died in the Civil War.

Col. Ephraim Williams, the founder of Williams College, was born at Newton, Mass., in 1715. He was lieut.-colonel of the 8th Massachusetts Reg. at the siege of Louisbourg, in 1745, and commanded the trans-Connecticut forts from 1748 to 1755. In 1755, with his regiment, he joined Gen. Johnson's army, and while at Albany he made a will leaving his estate for the erection of a school in a town to be located W. of Fort Mass., to be called Williamstown. Shortly after, while marching with 1,200 men to engage Dieskau near Lake George, his command was ambushed and overpowered, and Col. Williams was killed. The school was established in 1790, in a brick building (the present W. College), and was chartered as Williams College in 1793. Its presidents have been Dr. E. Fitch (1793–1815), Dr. Z. S. Moore (1815–21), Dr. E. D. Griffin (1821–36), Dr. Mark Hopkins (1836–72), Dr. Paul A. Chadbourne (1872–81), and Dr. Franklin Carter since 1881.

Near W. College is *Mission Park*, with a marble shaft surmounted by a globe, which indicates the place where Samuel J. Mills, "the Father of Foreign Missions in America," and his companions, consecrated themselves to the mission cause (1807). Mills originated the A. B. C. F. M., and the American Bible Society, and died at sea (after exploring Liberia for a site for a colony of freedmen) at the early age of 35.

About 2 M. N. of the village is the famous *Sand Spring*, with extensive

bathing-houses. The abundant waters maintain a temperature of about 70°, and are beneficial in cutaneous diseases.

Williamstown has five churches, and its main street is 1½ M. long and 16 rods wide, with trees, lawns, and gravel walks. The view from the college is grand, and includes the massive Berlin Mt. (2,814 ft.) on the W., Dome and East Mts. on the N., Clarksburg Mt. on the N. W., and Mt. Hopkins and Prospect Mt. on the S. E.

Greylock, the highest Mass. mt., overlooks the valley from a height of 3,505 ft. (see also page 153).

A good carriage-road now extends to the summit, where there is a small hotel. Its N. peak, Mt. Williams, is reached by Slope Hawks from Fort Mass. Slope Norton runs up to Mt. Prospect, the W. peak of the Greylock range, whose chief summit is Simonds Peak. N. of the valley is a stately range, crowned by the Dome (in Vt.). On the W. is the Taconic range, separating Mass. from N. Y., with rough roads crossing the Berlin, Petersburg, Kidder, and Johnson Passes. *Mt. Hopkins* (2,800 ft. high), between the Kidder and Berlin Passes, is often ascended for its views of Greylock and the Green Mts., and the Hoosac and Hudson valleys (ascend to the S. 1 M. from Berlin road, 5 M. from Williamstown). The wildest scenery of Massachusetts is in and around the Hopper, a gorge surrounded by a vast amphitheatre of mts. (Bald, Prospect, Greylock, &c.), striped with cascades. It is entered by a wood-road from the highway, 4 M. S. The Oblong Road, the Torrey-Woods Road, the Green-River Road, the road to Pownal Pond, are among the pleasant drives of the town. 10 M. from the village is the Snow Glen. In Flora's Glen Bryant composed "Thanatopsis," when an 18-year-old student.

S. Williamstown (*Sabin House*), 5 M. S., midway between Greylock and Berlin Mt., is a beautiful rural hamlet.

24. New York to Quebec.

Also New Haven, Hartford, and Springfield to Montreal, Quebec, and the Franconia Mts. Distances, New York to Quebec, 526 M.; to Lake Memphremagog, 365 M.; New Haven to Quebec, 453 M.; Hartford to Quebec, 417 M.; Springfield to Quebec, 391 M; Springfield to Lake Memphremagog, 229 M.

The line between New York and Springfield is described in Route 21. In the station at **Springfield** the traveller leaves the New York and Boston train, and gets into the cars of the Conn. River R. R. Time is usually allowed for dinner (restaurant in station; Massasoit House, close by).

Station, **Chicopee** (*Cabot House*), at the confluence of the Chicopee and Conn. Rivers, with 14,000 inhabitants and a handsome town-hall, adorned by a turreted clock-tower 150 ft. high. Here are the Dwight Co.'s and other cotton-mills, with 140,000 spindles and 1,600 operatives, woollen-mills, and smaller factories of various kinds. The Ames Manufacturing Co. employs 500 men in making machinery, brass cannon, fine swords, and bronze statuary. The equestrian statue of Wash-

ington, at Boston, many soldiers' monuments, and the superb bronze doors of the Senate at Washington were cast here. The doors of the House of Representatives were cast at Munich, and those of the Senate were to have been made there, but the over-prudent Bavarians demanded prepayment from the U. S. Government (it was the darkest year of the Secession War). With a proper spirit this was refused, and the work was given to the Chicopee Foundry, though but little was hoped from it. To the surprise of all, the doors were finished admirably, and challenge comparison with the best of Munich work. During the Rebellion, this foundry was worked night and day, and supplied the Republic with vast amounts of shot and shell, and over 1,000 cannon.

At Chicopee Falls, 2 M. E., are cotton-mills employing 1,000 hands, besides large factories which make farmers' tools.

Station, *Willimansett*, about 2 M. above which is the manufacturing village of *S.-Hadley Falls* (small hotel), opposite Holyoke and endowed with a great water-power. Much of the intervale land here and in the adjacent town of Hadley is used for the cultivation of tobacco, a profitable crop. After leaving Willimansett, the line crosses the broad Connecticut and stops at **Holyoke** (**Windsor Hotel; Hamilton House*). This is a rapidly growing manufacturing city of 36,000 inhabitants, at Hadley Falls, which furnish the greatest water-power in New England. Timothy Dwight speaks of "the fantastic beauty, and sublime majesty of these Falls. Within 1½ M. the river falls 60 ft., and opposite the city a dam has been built 30 ft. high and over 1,000 ft. long, throwing the water into a canal system 5 M. in aggregate length, which can furnish power enough to drive 1,000,000 spindles. The original dam of 1847 was burst away before the water had filled it, and the present one (1849) contains 6,000,000 ft. of lumber, spiked to the ledges on the bottom of the river, and plated with boiler-iron. The leading product of Holyoke is paper, made by 4,000 men in 26 factories (200 tons of paper are made daily). Holyoke is the chief paper-making city of the world. There are 2,800 operatives in the cotton-mills, 800 make thread, 450 make beavers and cassimeres, 500 work on machinery, and others make alpacas, wire, cutlery, rubber, screws, silks, &c.

Holyoke is surrounded on three sides by the river, and has broad and pleasant streets, with 20 churches, 5 national and 3 savings banks, 3 daily papers, and a public library. The handsome new ***City Hall** cost $340,000, and is of rough-split granite, with a tower 215 ft. high, containing a memorial room with a richly stained window. The large inner hall seats 1,300, and has elaborate stained windows. The Soldiers' Monument is a statue of the Goddess of Liberty holding a laurel wreath.

Mt. St. Vincent (formerly *Ingleside*), the Sisters of Charity orphanage, is beautifully situated and attracts many visitors. **Mt. Nonotuck** (*Eyrie House*) is a notable view-point (see page 160).

The railroad passes out in full view of the great dam, whose fine waterfall has been removed by the necessity of building out an inclined plane, to prevent the eating out of the ledges by the heavy perpendicular fall.

After leaving Holyoke the line runs N. between the river and the long range of *Mt. Tom* (on the l.), while *Mt. Holyoke* is seen ahead on the r. The train now passes through the gap between these two mts., and Amherst and Mt. Warner are visible on the r. front, leagues away over the rich valley, while Easthampton and Pomeroy's Mt. are seen on the l. The line crosses the river to Ox Bow Island, which was a peninsula until 1840, when a rush of the swollen river cut through its isthmus. After crossing the rich intervales bordering on the river, the train enters **Northampton** (*The Norwood*, $10 to $20 a week).

Nonotuck was bought of its Indian owners, in 1653, for 100 fathoms of wampum, 10 coats, &c., and was named Northampton, since many of its settlers came from that English town. Solomon Stoddard was for 56 years pastor here, and was a man of grave and majestic appearance. He rode once through an ambush in the forest, and when the French soldiers were about to shoot him, the awe-struck Indians stopped them, saying, "That is the Englishmen's God." The village was surrounded by a palisade and wall, which, however, was stormed in three places by King Philip's Indians (1676). Three veteran companies were defending the place, and after a desperate conflict in the streets the assailants were driven out. The church was built in 1655, at a cost of £14, and was 26 ft. by 18. The present stone church is the fifth on that site. The Christians were called to meeting by the blasts of a trumpet:

"Each man equipped on Sunday morn, With psalm-book, shot, and powder-horn, And looked in form, as all must grant, Like th' ancient true church militant."

McFINGAL.

In the old cemetery are buried 4 Senators of the United States, — Ashmun, Mills, Bates, and Strong, the latter of whom was for 11 years Gov. of Mass., and. opposing the War of 1812, limited the exertions of the State to her own defence. Here also is buried David Brainerd, a heroic and powerful missionary to the Indians, author of "Mirabilia Dei apud Indicos," and son-in-law of Jonathan Edwards. Edwards was pastor here, 1727–50, and "was dismissed for insisting on a higher and purer standard of admission to the communion table." The Dwights, Allens, and Tappans were Northampton families prolific in able men, and W. D. Whitney, the leading American philologist (one of the finest Sanscrit scholars in the world) was born here in 1827.

Northampton (*Mansion House*) "is the frontispiece of the book of beauty which Nature opens wide in the valley of the Connecticut." An English tourist (Stuart, in 1833) calls it "the most beautiful village in America." Its broad and shaded streets and handsome villas are placed in a rich tract of broad intervale and about 1 M. from the river. There are a number of stores and public buildings on the broad street near the spacious and comfortable Mansion House, and in this vicinity is the brownstone building occupied by the Trustees of the *Smith Charities*.

Oliver Smith, of Hatfield, died in 1845, leaving $370,000 for charitable objects. The youths and maidens and widows of the eight adjacent towns receive, under certain conditions, loans, dowries, and small pensions from this fund. By skillful management on the part of the Trustees (who are chosen by electors from the eight towns), the funds had increased by 1892 to $1,300,000, and by the terms of

Mr. Smith's will, a part of this is to be devoted to the establishment of an agricultural school in this town in the year 1905.

Smith College is at Northampton, and was endowed in 1871 by Miss Sophia Smith, for the higher education of women. Its property is valued at $525,000. The main building is surrounded by the houses of the students, Music Hall, the Gymnasium, &c. The Hillyer Art Gallery contains many interesting paintings and casts, and a number of studios. The handsome secular-Gothic buildings are admirably placed, on a hill, behind a fringe of elms. There are 800 students and 20 instructors. Two large public libraries are near by.

On the beautiful and far-viewing Round Hill, W. of the city, among noble groves and lawns, stand the buildings long occupied by the celebrated classical school, the Massachusetts Eton, founded in 1823 by George Bancroft, the historian, and J. G. Coggswell, the author. The views thence are very extensive and pleasing. On the same hill is the *Clarke Institution for Deaf Mutes* (endowed with $300,000), which teaches the system of articulation in place of the sign alphabet. It accommodates 90 persons. 1 M. S. W. of the city is the **State Lunatic Asylum*, with imposing buildings which accommodate 350 patients. These buildings are 512 ft. long, and have 4 acres of floors.

Northampton became a city in 1883. It has about 16,000 inhabitants, and a valuation of $8,000,000. Its manufactures amount to $3,000,000 a year, employing 1,600 persons. The Forbes Library has an endowment of $500,000.

Florence is 2½ M. W. of the city, and is the seat of several factories, the chief of which is the Nonotuck Silk Co., employing 500 hands.

Goshen (*Highland House; Lyman's*) is a summer-frequented hill-town, 6 M. by daily stage from Williamsburg.

Mt. Nonotuck, the E. peak of the Mt. Tom range, is ascended from Mt.-Tom station by a road and path, and has the Eyrie House (25 cts. entrance) on its far-viewing summit. A ferry crosses the Connecticut from Mt. Tom to Mt. Holyoke.

***Mt. Holyoke**, "the gem of Mass. mts.," is 2 M. S. E. of Northampton. A carriage-road winds up from the ferry to the mountain railway, up which passengers are drawn in small cars by a stationary engine ($1 up and down; 50 cts. to walk). Upon the summit a small hotel was built in 1821, whose site is now occupied by the Prospect House. 3–4,000 persons ascend the mt. every season. The carriage road is ¾ M. long, and the railway, in its 600 ft. of incline, rises 365 ft. perpendicular. Between the building of the railway in 1854 and its remodelling in 1866, 125,000 persons ascended on it. The summit is 954 ft. above the sea, and 830 ft. above the river, and is part of a greenstone ridge running from West Rock at New Haven to Belchertown. The invincible trap-rock of the mount resisted the glaciers during their long grinding attacks, but the great lake which, according to Indian tradition, filled the basin to the N., at last broke away between Nonotuck and Holyoke, and became a river. Western Mass. is underlaid with gneiss, but the Conn. valley has a belt of coarse new red sandstone 10–16 M. wide, of the Permian and Triassic systems.

From this peak is "the richest * * view in New England, if not in the U. S." It has often been called, by distinguished visitors, the finest view in America.

On the S. are seen numerous villages in the valley, Springfield, the graceful sinuosities of the broad river, the distant spires of Hartford (40 M.), the Blue and the Lyme Mts., and East and West Rocks at New Haven (70 M.). S. W., beyond Mt. Tom, are glimpses of the valley of Westfield River, and on the W. Pomeroy's Mt. and the high hills of Hampshire and Central Berkshire are seen. N. W. are 8,000 acres of garden-like meadows, with Northampton directly over them, and above the village, 42 M. away, is Greylock. "in dim and misty grandeur." Farther to the r. the hills of Franklin County are seen, dominated by Mts. Toby and Sugar Loaf, while in the far N. the blue peaks of the Green Mts. overlook all. The great lacustrine basin of the Conn., 20 M. by 15, is nearer, in the N., with fair Hadley on its "plaided meadows," in a bend of the river, and Hatfield just across the river and intervales, under the shadow of Mt. Warner (to the r.). 6 M. N. E. is Amherst with its colleges, and beyond, "far in the N. E., rises in insulated grandeur the cloud-capped Monadnock" (50 M.). In the E. Mt. Wachusett (35 M. away) rises above the crowd of hills which fill the E. and S. E. 38 towns are seen from this lofty peak, with parts of 4 States.

There are good views from other peaks of the Holyoke Range (which is 9 M. long), and at its W. end are lofty cliffs of columnar basalt which have been named the Titan's Piers.

The famous **Mount Holyoke College** is at S. Hadley, which is reached by daily stages in 4 M. from S. Hadley Falls, opposite Holyoke. It is a collegiate school for girls, with a 4-years' course and series of lectures; and has prepared many missionary-women for their labors in heathendom. The Seminary was founded in 1836, by Mary Lyon; and has 30 instructors and about 260 students. The main building is surrounded by trees, and commands a beautiful view of the gorge between Mts. Tom and Holyoke, and the Northampton intervales. The library is in a new fire-proof building. The Seminary is also approached from Northampton, by way of Smith's Ferry.

Old Hadley is 2½ M. N. E. of Northampton, over the river, and lies on the E. of a rich and level intervale, containing 3,000 acres, which is annually overflowed by the river. The Connecticut here makes a curve of 5 M. to accomplish 1 M. of direct course, and the neck of the peninsula is crossed by the street of Hadley. West Street was laid out before the settlement as 1 M. long and 20 rods wide, but by the encroachments of the river and the inhabitants, it has been reduced to a length of 300 rods and a width of about 16 rods. This wide, park-like * street is adorned with about 900 ancient elm-trees, 4 lines of which stretch from river to river, and is called "the handsomest street by nature in New England." Middle and East Sts. are also wide and shaded avenues, running N. and S. On the meadows near this charming rural village great quantities of broom-corn are raised, which, with much of the same material imported from the West, is made into brooms and brushes. This industry was commenced in 1790. The hotel is the *Elmwood House*.

In 1650, fierce theological discussions were carried on at Hartford, and many of its wealthier families left the place in search of peace and good-will, and settled on the Indian domain of Norwottock, which they named in honor of Hadleigh, in Suffolk, England. In 1664 Goffe and Whalley, two generals of the Army of Parliament, and judges of the court which put King Charles I. to death, came here and lived for 15 years concealed in the pastor's house. They had been forced to fly for their lives after the Restoration, and after 3½ years of hiding about New Haven they came to Hadley. Their presence here was only known of by three citizens. On Sept. 1, 1675, while the people were assembled in the church, in fasting and prayer, the town was attacked by swarms of Indians. After a sharp fight, the English gave way, when Gen. Goffe, "an ancient man with hoary locks, of a most venerable and dignified aspect," appeared suddenly, commanded and

led a fresh attack by the people, and scattered the dismayed Indians in all directions. He then disappeared to his hiding-place, and the astonished villagers, for many years, attributed their deliverance to the visit of a militant angel. Gen. Whalley died here in 1679. The foregoing is the chief local legend.

In 1676 700 Indians attacked the town just after the Falls Fight, but after a long and bitter struggle they were repelled with severe losses.

F. D. Huntington, Episcopal Bishop of Central New York, was a native of this village. Joseph Hooker, "Fighting Joe," was born at Hadley in 1815. He was distinguished at the battles of Monterey and Chapultepec, in the Mexican War, and bore high commands during the Secession War. At Antietam, he commanded the r. of the army, and afterwards, at the head of the Army of the Potomac, he was defeated in a long and terrible battle at Chancellorsville, Va., losing 16,000 men. In 1863–4 he did brilliant service in the battles resultant on the reoccupation of Georgia and Alabama by the National armies.

Easthampton (see page 110) is 4 M. S. W. of Northampton. *Amherst* (see page 100) is 7½ M. N. E. (daily stages) by a road which crosses the river on a bridge 1,080 ft. long, and passes through Old Hadley.

Hatfield (*Hatfield House*) is a beautiful and historic village 1½ M. N. of Hadley, and 2½ M. E. of Hatfield station (stages from trains). It has about 1,200 inhabitants, and is famous for its fat cattle and tobacco-crops. The village is on the rich Connecticut intervales, with Horse Mt. on the W.; and is connected with *N. Hadley* (under Mt. Warner) by a ferry. Hatfield is on the W. side of the river, and Hadley on the E.

In 1675 Hatfield was attacked by 800 Indians, but the veteran companies of Moseley and Pike fought desperately amid the burning houses, and held out till relief came. In 1676, 600 Indians made a bold and disastrous attack; and in 1677 the palisade was stormed and 26 persons were killed and captured.

After leaving Northampton, the Conn. River Railroad passes near the Great Bend of the Conn. in sight of *Old Hadley* (to the r.), then diverges from the river, which is not seen again for 30 M. Station, *Hatfield*, beyond which the track runs near the base-line of the State Trigonometrical Survey (39,009.73 ft. long), which is laid along the plains of Hatfield and Whately (on the r.). Stations, *N. Hatfield* and *Whately* (Whately House), whose village is seen in the W. Beyond the village is the far-viewing Mt. Esther, and the picturesque Whately Glen, with its cascades.

The train passes Sugar Loaf Mt. and stops at **S. Deerfield** (small hotel). A road leads from the village to the Mountain House, on the summit of the conical S. peak of *Sugar Loaf Mt.*, which rises sheer from the meadows and near the river. From this point is visible the broad, rich valley, with its villages of Amherst, Hadley, Hatfield, Northampton, and several others, with Holyoke seen beyond the Titanic gateway between Nonotuck and Mt. Holyoke. Close at hand on the E. is Sunderland, under the shadow of Mt. Toby. (See page 102.)

The rich and peaceful valley seen from Sugar Loaf was the scene of the bloodiest tragedies of King Philip's and the later Indian wars. King Philip directed the movements of the western Indians from his head-quarters on this peak,—so runs tradition. Table Rock is a beetling cliff on the E. side, beneath which is a seat cut in the rock, called King Philip's Chair (see Bristol, R. I.). A sharp skirmish took place just S. of the Mt., in August, 1675, when 26 Indians and 10 colonists were killed.

In the N. part of S. Deerfield village is a monument on the *Bloody Brook battle-field*. Sept. 18, 1675, Capt. Lathrop and 84 men were convoying a train of grain-

wagons from ruined Deerfield to Hadley, and as they passed over a small brook, they stopped to rest and pick the wild grapes which hung in clusters over its waters. While thus disbanded, they were suddenly attacked by 700 Indian warriors. Lathrop ordered his men to take refuge behind the trees and fire from their shelter, but they were speedily enveloped by the enemy, and but 7 men escaped the general massacre, which included the teamsters and reapers and 76 soldiers. Capt. Moseley, "an old Jamaica buccaneer," marched rapidly to the sound of the volleys, and charged and recharged in solid company front through the heathen swarms. Major Treat and 100 Mohegan and Pequot Indians (allies of the English) also marched up from Hadley, and 96 of the hostile warriors were killed on the field.

A rude monument was soon erected here, and in 1835 the people of 5 towns assembled and dedicated a fine marble monument, with an address by Edward Everett.

"In the country, districts that nestle in the dells seem to have been there for ten centuries at least; and it gives one a shock to light on such a place as Bloody Brook, and to be told that only 200 years ago Capt. Lathrop was slain here by Red Indians, with 80 youth, 'the flower of Essex County,' as the old Puritan histories say." (SIR CHARLES DILKE.)

About 5 M. N., passing (on the r.) the monument and then the long ridge of Deerfield Mt., the line approaches the Deerfield River, and stops at **Old Deerfield** (*Pocumtuck House; Daniels*). This place was settled by men of Dedham in 1671, on the Indian domain of Pocumtuck, and was named from the abundance of deer found in its forests.

Sept. 1, 1675, the village was attacked and burnt, and then abandoned. It was after harvesting its deserted fields that such disaster befell at Bloody Brook, "a choice company of young men, the very flower of Essex County, none of whome were ashamed to speak with the enemy in the gate." In 1694 a fresh attack was made, but it was repulsed by the people, headed by their pastor, Rev. John Williams. Feb. 29, 1704, while the watch was sleeping, and the snow had drifted over the palisades, 2 hours before daylight, the place was attacked by Sieur de Rouville, with 340 Frenchmen and Indians. The walls were easily passed, and a terrible scene of slaughter, pillage, and conflagration ensued, which lasted for three hours. But one house escaped, and its loopholes were guarded by 7 bold colonists, whose wives were casting bullets for their guns. 49 English were killed, and 111 taken prisoners. A few escaped, and alarmed the lower towns, and Hatfield sent a force in pursuit, which overtook and was defeated by De Rouville on the same day. Mrs. Williams was murdered in the Leyden Gorge, and other weakly captives soon shared her fate. On the first Sunday of their march north, Rev. John Williams preached from the text, "My virgins and my young men are gone into captivity." Arrived in Canada, the prisoners were forced to attend Roman Catholic services, and Mr. Williams was offered his freedom, a pension, and his children, if he would join that church. He sternly refused, but many children chose to remain in Canada, and joined the Roman Church, "whence kindred blood now rattles bad French in Canada, or sputters Indian in the N. and N. W." The captives were kindly treated by the French, and 60 of them were redeemed in 1706. The pastor's little daughter, Eunice (7 years old), who was kept by the Indians, afterwards married an Indian and became a Catholic, and often in after years made visits to Deerfield with her children. Not one iota of regard for the customs of civilized life, or for the tenets of the Puritan Church, remained in her heart. De Rouville attacked Deerfield again in 1709, but was handsomely repulsed. In 1861–5 the town sent out 320 soldiers.

Stages run from S. Deerfield 2 M. to **Sunderland**, a quiet riverside hamlet near the foot of **Mt. Toby**, to whose summit a road has been made. The view thence is one of the noblest in New England. "It is hard to tell which mt. view is finest, from Holyoke, Tom, Sugar Loaf, or Toby. If you add the wonderful view from the Springfield Armory tower, and that from Talcott Mt., you have an array of views unsurpassed between the Atlantic Ocean and the Rocky Mts." Daily stages also run W. 6 M. to **Conway** (*Conway House*), a prosperous farming-town; and **Ashfield** (*Ashfield House*), the mountain home of the late Geo. Wm. Curtis and of Chas. Eliot Norton.

Deerfield has 3,400 inhabitants, a soldiers' monument, 4 libraries, and 6 churches. Tobacco, hay, and grain grow on the rich meadows; and cutlery and brooms are made. Among its natives were Richard Hildreth, the historian; Edward Hitchcock, the geologist; Bishop John Williams; Gen. Rufus Saxton; and George Fuller, the artist. J. W. Champney, the celebrated artist, has his home at Deerfield, and Elbridge Kingsley lives at Hatfield.

Memorial Hall is the old Deerfield Academy, built in the last century, remodelled, and occupied by a fine museum of Revolutionary and colonial relics, Indian weapons and other curiosities, spinning-wheels, ancient furniture and utensils, the great door chopped into by an Indian tomahawk in 1704, and a cannon brought here (probably) by Gov. Belcher, in 1735.

Old Deerfield is the pleasantest part of the town. Here are the summer boarding-houses of Mrs. John Stebbins and Mrs. Christopher Stebbins.

Just beyond Deerfield the railroad crosses the *Deerfield River.*

Station, **Greenfield** (see Route 25). From this place the line runs N. E. to *Bernardston,* a small village under the shadow of West Mt. This cold and lofty town was granted in 1736 to the veterans of the Falls Fight. A few min. after passing Bernardston the train comes in sight of the Conn. River, and reaches the station-house at *S. Vernon,* the terminus of the Conn. River Line.

The train now passes on the rails of the Central Vermont R. R. Stations, *S. Vernon, Vernon,* and **Brattleboro,** see Route 12. Beyond Brattleboro are the stations, *Dummerston, Putney, E. Putney,* and *Westminster,* which pertain to small hill-villages. In Putney are long strata of roofing-slate; and the rare mineral called fluor spar (of a rich emerald green) is found in the E. of the town. In 1755 a strong timber fort was built on the Great Meadows in Putney, which protected the settlement until the conquest of Canada rendered it unnecessary. All the inhabitants lived in the fort in small houses.

At Westminster occurred a sharp skirmish in the course of "the contest between Puritan and Patroon" (as the struggle of Vermont against the royal edict which gave her to New York has been termed). The royal New York judges were to hold court here, but the citizens captured the Court-House, March 13, 1775, and were only dislodged by an attack at midnight.

The oldest church in Vermont is in this village (1 M. S. of the station). It was built in 1770, and has been secularized. Across the river from Westminster is the old frontier town of Walpole (see Route 26).

Station, **Bellows Falls** (* Island House). This was a favorite Indian resort because of the great numbers of salmon and shad near the rapids. 8 rods S. of the old bridge, on the W. bank, Schoolcraft found Indian hieroglyphs on the rocks, which he thinks are the records of some ancient battle. The village was named for Col. Bellows, the founder of Walpole, and great-grandfather of Dr. H. W. Bellows. The river falls 42 ft. within ½ M. near the village, and forms white and impetuous rapids, dashing between and among the rocks which strew the river-bed. In low water the current is compressed into a channel of 16 ft. in width, between two large rocks. A canal ½ M. long has been built around the

falls, and on the water-power thus afforded, several factories are located. Opposite the falls is *Mt. Kilburn*, a wooded eminence which gives a pretty view of the river and village. The old name of this hill was Fall Mt., but President Hitchcock and a large delegation of students from Amherst and Middlebury Colleges met here in 1856, and named it Mt. Kilburn, in honor of a brave frontiersman. The Fall Mt. House is situated at the foot of this eminence.

Pleasant excursions are made by the summer visitors here, to *Warren's Pond*, in Alstead, N. H. ; to the *Abenaquis Mineral Springs ;* and to *Westminster*.

From Bellows Falls the Cheshire R. R. runs S. E. to Fitchburg and Boston (114 M.), and the Central Vt. R. R. goes to Burlington (143 M. See page 181). Daily stages to Alstead (3 M), Marlow (13 M.), Acworth, Lempster, Grafton, &c.

The train crosses the Conn. River into the State of New Hampshire, and runs through the long river-town of *Charlestown*, with 3 pleasant villages and 3 inns.

This town was settled under the authority and by the people of Massachusetts, in 1740, and was named Number Four. A garrisoned fort was located here, and between 1746 and 1760 the enemy committed many depredations in the vicinity. The fort was formally besieged in August, 1746, and after a successful defence, the garrison and colonists abandoned the place. In 1747, Capt. Stevens reoccupied it with 30 men, under orders from the Mass. government. He was soon attacked by Debeline, a skilful partisan, with 400 French and Indians, who besieged the Fort for three days, exhausting every appliance of craft and tactics. Debeline threatened to massacre the garrison unless they surrendered, but they sent back a defiant answer, and a long and desperate attack followed. The heroic handful of provincials multiplied themselves and repelled the attacks on every side, until the enemy withdrew and retreated to Canada. Capt. Stevens was highly honored by the people, and Commodore Sir Charles Knowles, whose ship then lay at Boston, sent him an elegant sword. When the tract was resettled, it was called Charlestown, in honor of Sir Charles. During the later French wars this was the principal station on the military road between the New England coast and Ticonderoga and Montreal. The remains of the Fort were plainly perceptible in 1810.

Charlestown village is situated between two broad, rich meadows, and has some neat buildings, on a long, wide, well-shaded street. "Its secluded loveliness is calculated to awaken the admiration of the traveller." Across the river is the town of Springfield (*Springfield House*), on the Black River, which falls 110 ft. in 600 ft., with one sheer fall of 50 ft. Stages 4 times daily (8 M.).

Station, *Claremont Junction*, soon after leaving which the line crosses *Sugar River* by a bridge 600 ft. long and 105 ft. above the water. The rich intervales of the Conn. are now crossed, with Ascutney Mt. on the l., and the train passes over the river on a bridge whose predecessor was carried away by ice in 1866. Station, *Windsor* (Windsor House), a pretty village on highlands over the river and near the foot of Ascutney. It is a flourishing town, with some manufactures and a large country trade. It has 6 churches, a bank, 1 weekly paper, a fine Government building used for U. S. Courts and Post Office, and the Vermont State Prison (which usually has 90 prisoners). At Windsor, during a fearful

thunder-storm, and with the appalling news of the fall of Fort Ticonderoga ringing in their ears, the deputies of the Vermont towns adopted the constitution of the State, July 2, 1777.

Ascutney Mt. lies S. W. of the village. A road has been constructed to the summit (5 M.), and a small house has been built there for a shelter. Horses and guides from the Windsor House. A fine view is obtained from this isolated peak, which is 3,320 ft. above the sea. In the W. and N. W. are Shrewsbury and Killington Peaks, near Rutland, while the Green Mt. chain runs off to the N. in a long line of rounded summits. The hill towns of Windsor Co. are seen in the N., and the Conn. River and valley close at hand in the E. stretch away to the N. and S. through a pleasant farming country. Croydon, Sunapee, and Kearsarge Mts. are seen in the E., the latter being dimly outlined on the horizon. The Indian name Ascutney means "Three Brothers," and is supposed to refer to three singular valleys which run down the W. slope of the Mt. There are marks of volcanic action here, and the early settlers often saw a lurid light hanging over the summit on winter nights. Daily stages run to Cornish and Plainfield, N. H.; also to W. Windsor, Reading (12 M.), and Proctorsville (22 M.).

Salmon P. Chase was born at Cornish in 1808. His uncle, Dudley Chase, was U. S. Senator, 1813–17, and 1825–31; and his uncle, Philander Chase, was Prot.-Epis. Bishop of Ohio, 1819–31, and of Illinois in 1835–52. (These three, together with their brothers, Baruch and Heber Chase, were born at Cornish, and graduated from Dartmouth College.) He settled in Ohio about 1830 in the practice of law, became a leader in the anti-slavery movement, and was U. S. Senator, 1849–55, and Governor of Ohio, 1855–59. In 1861 he became Secretary of the U. S. Treasury, and rendered great service to the Union by his skilful financial policy during the Rebellion. He resigned in 1864, and was made Chief Justice of the United States. Mr. Chase died in 1873.

The late Wm. M. Evarts's estate of Runnymede is in Windsor; and across the river is Blomidon, the estate of C. C. Beaman, and also the country-seat of W. C. Houston, of Boston, and the summer-homes of several New-York artists.

The railway runs 14 M. from Windsor to **White-River Junction** (page 199).

Just after leaving the Junction, the train crosses White River, and passes to *Norwich*, where a large military school called the Norwich University was established from 1834 to 1866, when its buildings were burnt and the school was removed to Northfield. The village (*Newton Inn*) is about 1 M. W. of the station. Stages from Norwich station run to *Hanover*, about ¾ M. S. E., across the Connecticut River. Hanover (Wheelock House) is the seat of **Dartmouth College**, which ranks among the first of American educational institutions.

This college was founded here in 1770 by Rev. Eleazer Wheelock, as a school for missionaries to the Indians, and for Christian Indians, and had at first 24 students, domiciled in huts built of green logs, situated in the midst of a vast wilderness. 44,000 acres of land were granted to it by the State, which also raised a building 150 by 50 ft. for its use, while money was sent to its aid by English patrons. The project of educating the Indians was rendered subordinate after a careful trial, several Masters of Arts having returned to savage life. The College (named for the Earl of Dartmouth, President of its board of trustees) had 150 students in the year 1790. It has 30 instructors and 440 students. Between 1771 and 1867 it graduated 3,550 men, 3 of whom have been U. S. Cabinet Ministers; 15 have been U. S. Senators, and 61 Representatives; 31 Judges of the U. S. and State Supreme Courts; 15 Governors; 4 Ambassadors; 25 Presidents of Colleges; 104 Professors; and 800 Clergymen. The degree of LL. D. has been conferred on 24 alumni, and that of D. D. on 106. "Not to enlarge, with few exceptions, her (Dartmouth's) influence in religion has been emphatically conservative, and her sympathies in a national point of view eminently patriotick. She has been the nursery of sound divines, devoted missionaries, profound jurists, skilful physicians, brilliant statesmen, accomplished scholars, classical and learned writers. Such are the worthies she has given to the Union, and on these rest her claims to a nation's gratitude." (CHAPMAN.)

Among the most distinguished alumni of Dartmouth were John Wheelock, its second President, 1779–1815; Asa Burton; President Porter, of Andover Seminary; Heman Allen; Gen. Ripley, the hero of Niagara and Chippewa; Alvan Hyde, D. D., LL. D.; Amos Kendall; Senator Levi Woodbury; Daniel Poor, the Ceylon missionary; Judge Joel Parker; J. B. Felt, the annalist; B. Greenleaf, the arithmetician; T. C. Upham, D. D., the metaphysician; Alpheus Crosby, the philologist; Asa D. Smith, D. D., the 7th President of Dartmouth; J. H. Noyes, the founder of the Oneida Community; C. E. Potter, the author; John Lord, the historical essayist; R. B. Kimball, the author; Gen. Shepley; G. P. Marsh, the philologist and diplomatist; Bishops Chase and Dorr; George Ticknor, the historian of Spanish literature; Senator Rufus Choate, the lawyer and orator; Salmon P. Chase, the statesman and jurist; and Daniel Webster.

The famous Dartmouth College case was opened early in the present century by the State of N. H. attempting to infringe on the vested rights of the College. After much litigation, the case was decided by the State Supreme Court against the College. It was then carried by appeal to the Supreme Court of the United States, where, after long arguments by the leading lawyers of America, — Daniel Webster defending Dartmouth, — the State judgment was reversed, and the College was restored to its ancient privileges and independence.

The buildings front on a pleasant elm-shaded campus, on the upland plain. On the N. is the handsome stone Rollins Chapel, built in 1885, Romanesque, of red Lebanon granite. Next come the ancient Wentworth, Dartmouth (with steeple), Thornton and Reed Halls. On the S. is the beautiful round-arched fire-proof Wilson Hall, containing the library of 75,000 volumes, and the art-gallery, including interesting portraits of Lord Dartmouth, Choate, Webster, the college-presidents, and other benefactors. To the S. is Kappa Hall, and E. is Conant Hall (of the Agricultural College). Culver Hall is E. of the line, with a natural-history collection and the State museum of minerals. Bissell Hall is the gymnasium. N. W. is the Chandler Scientific School; while the Medical College and the observatory are in the vicinity. The beautiful College Park covers 34 acres. The scenery about this quiet academic village is fine, embracing tall hills to the E. and S., Mt. Ascutney in the S. W., and picturesque upland plains along the Conn. River.

S. C. Bartlett, LL. D., the 8th president, was an alumnus of Dartmouth, as were also Thaddeus Stevens and Gen. Sylvanus Thayer, "the Father of West Point."

After leaving Norwich, the train crosses the Ompompanoosuc River, and stops at *Pompanoosuc*, whence large quantities of copperas are shipped away, to be made into sulphuric acid. The mines are at Copperas Hill, 10 M. N. W., and the copperas is separated from other elements by a long and difficult process, and precipitated in green crystals. Nearly 400 tons a year are converted into vitriol in chemical works near Boston, while a great quantity of the copperas is used as a mordant in dye-factories.

Distant views of Moosilauke and Bald Mts. are obtained as the train approaches *Thetford* (Slack's Hotel). Thetford village is 2 M. W. of the station, and on the E. is the large farming town of **Lyme** (*Hotel Warren*), to which stages run twice daily.

Daily stages run N. W. to *W. Fairlee* (9 M.) and *Vershire* (15 M.) with its extensive copper-mines, also to *Chelsea*, the shire-town. Vershire had 1,054 inhabitants in 1860, of whom 113 men joined the Union army. Nearly 11 per cent of her population was at the front.

Station *N. Thetford*, whence much copper ore from Corinth is sent to

Baltimore (by water from Portsmouth) and smelted. Station, *Fairlee and Orford,* the former being a hilly town abounding in lakes, one of which is nearly 3 M. long. Pickerel are found in these waters. Just across the river from Fairlee is the N. H. town of *Orford* (stage to Elm House), with a beautifully located village which has become a favorite summer-home for lovers of tranquillity and rural life. *Mt. Cuba* and *Mt. Sunday* are near the centre of the town, and there are several large ponds. *Mt. Cuba* is 2,927 ft. high, and has a chain of 5 lakes on its E. side. *Cube Falls* and the perpendicular cliffs of gray granite on Sawyer's Mt. are worthy of notice.

Station, *Bradford* (Trotter House), a prosperous manufacturing village on Wait's River. In the N. W. is Wright's Mt., where one Wright, who claimed to be a prophet, had a hermitage in a dismal rocky cleft, now called the Devil's Den. The town has a scientific association, an academy, a weekly newspaper, and a savings-bank.

Stages run to *Corinth, Topsham* (13 M. N. W.), Orange (17 M.), and W. Topsham; and to the N. H. farming town of Piermont, beyond the Conn. River.

Stations, *S. Newbury* and **Newbury** (small summer boarding-houses) This beautiful village stands on a terrace above the rich Ox Bow intervales, where a great bend of the river nearly insulates a tract of fertile alluvial meadow-land. *Mt. Pulaski* is near Newbury, and commands a noble view, embracing the fruitful and carpet-like Ox Bow meadows, the village of Haverhill, and the winding river, with Moosilauke in the S. E., and the Pemigewasset and Franconia Mts. in the E. ½ M. from the Hotel are the *Newbury Sulphur Springs* (bath-houses, &c.), in a little glen near the verge of the intervale, and a charming twilight walk is that along the borders of these level meadows, with the sombre mountains beyond.

This town was founded about 1764 by Gen. Bailey, of Newbury, Mass. During the Revolution a detachment of British soldiers came here to take Bailey, but a friend went over to the field where he was ploughing and dropped in the furrow a note saying, "The Philistines be upon thee, Samson!" On returning down the long furrow Bailey saw the note, took the hint, and fled to securer regions. The meadows of Coös about Newbury were the home of a large tribe of Indians, who tilled the adjacent lands, caught salmon and trout in the rivers, and chased wild game through the mountains. These pleasant lands were abandoned in terror after Lovewell's battle in Pequawket.

The beautiful scenery along the Passumpsic line changes to grandeur as the train runs N. Station, **Wells River** (*Coosuck House*), where the Concord and Montreal R. R. touches this line on its W. angle (20 M. to Littleton. See Route 30).

The Montpelier & Wells-River R. R. runs thence N. W. 38 M. through a rugged and thinly settled country to Montpelier, the capital of the State. Stages now run to *Ryegate,* 5 M. N. W. (Blue Mountain House), a Presbyterian town settled in 1774 by a colony of farmers from the Scottish shires of Renfrew and Lanark. Blue Mt. is a high granite ridge in the N. W. The road fol-

lows up Wells River to *Groton* (small inn). In the N. W. part of Groton is *Long Pond*, 4 M. long and 1 M. wide,
which affords good facilities for boating and fishing. This pond is 1,100 ft. above the sea, and near it is the pretty Little Pond, 1 M. by ½ M.

Beyond Wells River, the train stops at *McIndoe's Falls*, with large lumber-mills, and *Barnet*, a Scotch Presbyterian town, settled in 1775. Stages run to *Peacham*. Soon after leaving Barnet, the line passes near the mouth of the *Passumpsic River*, where Rogers' Rangers, returning from their raid on the St. Francis Indians, failed to find an expected depot of provisions. Many of the famishing men died there, while others made a cannibal feast on the flesh of a slain Indian. In his disastrous retreat from St. Francis to Charlestown, Rogers lost nearly half of his command, and it is said that 36 of his men died in 18 hours here.

Just beyond Barnet (famed for its butter) begin the 15-Mile Falls on the Conn. River. Stations, *E. Barnet* and *Passumpsic*, with falls on the Passumpsic River, which here rolls between black, rocky banks. Station, **St. Johnsbury** (*St. Johnsbury House*, on the hill; *Avenue House*, near the station), a busy town of 7,000 inhabitants, with many neat villas and large manufactories. It was settled in 1786, and named in honor of St. John de Crevecœur, French Consul at New York, and a benefactor of Vermont. The *Court House* of Caledonia County is a fine building, on the hill, directly in front of which is a * Soldiers' Monument, consisting of a statue of America (by Mead), on a pedestal inscribed with the names of 6 officers and 74 men from this town, who died in the Secession War. Near the monument is the *Athenæum*, with 15,000 volumes in a good library building. There is also a reading-room with papers and magazines, and an art-gallery, containing 50 fine paintings, among which is Bierstadt's "Domes of the Yosemite." The St. Johnsbury Academy is a well-attended school, with handsome buildings; and the villas of the Fairbankses are large and stately. The village has 9 churches, and 4 banks. The Museum of Natural History has rich collections, in a handsome brownstone building. The North Congregational Church is of Isle-la-Motte marble, with columns of polished red granite.

There are manufactures of mowing and threshing machines and other things, but the reason of being for St. Johnsbury is the extensive scale factory of E. & T. Fairbanks & Co. The works of this company are in a glen on Sleeper's River, and occupy 10 acres of ground. 700 men are employed and 500 varieties of scales are made, from the most delicate letter-scales to those huge machines which weigh loaded cars and canal-boats (500 tons capacity). In 1830, during the excitement about hemp culture, the Fairbanks brothers established a hemp-dressing factory, and Thaddeus invented the platform scale. It was patented in America and England, and up to 1861 the company sold 96,658 portable scales, 8,872 hay and track scales, and 94,712 counter and even balances. Since 1861 the sales have been much greater, proportionally, and in 1869 the yearly sales were stated as 50,000 small scales, and several hundred hay and platform scales. 125 men are engaged in the Fairbanks' service in other towns and cities; while the works consume 18 tons of iron daily, in three cupola furnaces. The scales which have been made in large quantities for Oriental States are curious, being marked with Chinese and Turkish numerals, according to their peculiar systems of weights.
The St. Johnsbury and Lake Champlain R. R. here crosses the Passumpsic R. R.

The train runs N. by *St. Johnsbury Centre* to *Lyndon* (Lyndon House; daily stages to S. Wheelock, 5½ M. N. W.) and **Lyndonville** (*Union House;* daily stages to Wheelock, 5 M. N. W., and Sheffield, 7 M.), the headquarters of the Passumpsic R. R. In this rich and fertile town are the Great Falls of the Passumpsic.

Station, *W. Burke*, before reaching which a fine view is afforded of the bold Burke Mt. Carriages may be taken hence for the celebrated * **Willoughby Lake**, 6 M. N. The road affords a continual view of the two singular mountains between which the lake is situated. The Willoughby-Lake House charges $7-14 a week (bowling, livery, boats, steamboat, fishing; no hay-fever). This lake is one of the most remarkable on the continent, being situated between two immense mountains, whose bases meet far below its waters. The lake is 6 M. long, and in places 2 M. wide, while its depth is very great, and not yet known, a line of 100 fathoms having run out without finding bottom. The scenery here is wonderfully varied and sensational.

A carriage road along the E. shore, or a boat on the quiet waters, gives opportunity to see the beauties of the lake and the grandeur of its surrounding walls. The mountain on the W. shore is called Mt. Hor, and is somewhat more than 1,500 ft. above the water. The E. shore mountain is called Mt. Willoughby, Pisgah, or Annanance, in different books and maps. As Mr. Eastman remarks, Annanance seems more appropriate, since that was the name of a brave chief of the St. Francis Indians who once lived here. A vast precipice of granite, 2 M. long and 600 ft. sheer down, runs along the side of *Mount Annanance*, while the long slope below is rocky and steep. The peak is 2,638 ft. above the lake, and 3,800 ft. above the sea. From the hotel to the summit of Annanance it is a very difficult walk of about 2 M. A vast view over the Conn. valley is obtained from this point, extending to the Franconia and White Mts. on the S. E., and it is said that the hotels on Mt. Washington may be seen with a strong glass. On the N. W. are Owl's Head (in Canada) and Jay Peak, from which the stately line of the Green Mts. runs S., with the peaks of Mansfield, Camel's Hump, and Killington (near Rutland) all visible. From the verge of the cliffs on the W. *Mt. Hor* is seen close at hand. Geologists think that the chasm between these mountains was caused by the rush of a northern current during the drift period, which eat away the decomposed limestone between the two granite peaks. Very rare plants and flowers are found on Mt. Annanance, especially at the "Flower Garden," at the foot of the cliffs, 600 ft. above the Devil's Den, on the lakeside road. The Silver Cascade and the Point of Rocks are found farther out on the same road. Trout

and muscalonge abound in the cool crystal waters of the lake. Excursions are made from the hotel to *Burke Mt.* (10 M. S.), *Barton* (11 M. W.), *Plunket Falls* (12 M.), and *Newark*) 6 M. S. E.), famed for its production of sugar from vast forests of sugar-maples.

Near the flag station at *S. Barton* the summit is passed, and the watershed of the St. Lawrence is entered. Jay Peak is seen in the N. W. Station, *Barton* (Crystal Lake House), a manufacturing village in a town named for its first proprietor, Gen. Barton. *Crystal Lake* (by which the track passes) is a pretty sheet of water containing about 2 square miles. About 1½ M. distant on the E. is the *Flume,* where a brook flows through a natural passage in the granite rock, 140 ft. long, 10 ft. wide, and 20 – 30 ft. deep. The granite walls are smooth and perpendicular.

In 1810, the people determined to deepen Barton River by turning Long Pond (the source of the Lamoille) into it. They had barely completed a channel from Long Pond to the pond-reservoir of the Barton River, when its waters burst through with tremendous force, and swept down to Lake Memphremagog, wrecking everything in their path, and causing immense damage. The bed of Long Pond is now dry, and is called Runaway Pond.

Barton to Willoughby Lake, 6 M. Fine trout-ponds near village. Daily stages to Glover, Albany, and Craftsbury.

Station, *Barton Landing* (Valley House), which was much resorted to by smugglers in 1812 – 15. Stages run 4 M. W. to *Irasburgh* (Irasburgh House), a beautiful rural village.

Beyond *Coventry,* the train reaches **Newport** (* *Memphremagog House,* $2.50 a day, $10 – 17 a week, 300 guests, a first-class hotel on the lake shore; *Bellevue House ;* many families take summer-boarders). This is a handsome village of 2,500 inhabitants, the shire-town of Orleans County.

Lake Memphremagog.

The village of Newport is at the upper (S.) end of this lake, and is 365 M. from New York, 230 M. from Boston, and 164 M. from Quebec. It is built upon Pickerel Point, and from the edge of the village rises Prospect Hill, whence fine lake views are gained, and the Mts. Owl's Head, Elephantis, Orford, Jay Peak, and Annanance are seen. Other excursions from Newport are to Clyde River Falls (2 M.), Mt. Morrill (2 M.), Bear Mt. (7 M.), and Bolton Springs (in Canada, 14 M.). Steamers leave every morning from the quay near the great hotel, for Magog, returning in the evening.

The original Indian name of this lake was Memphremagog, or Memplowbowque (names possibly used by different tribes), which is said to mean Beautiful Water. Some see in it a resemblance to Loch Lomond, others to Lake George, while still others call it the Geneva of Canada. The lake is 30 M. long and 2 – 4 M. wide, and two-thirds of it lies in Canada. The waters are cold and clear, abounding in trout and muscalonge, the shores are romantically uneven and rock-bound, and tall, wooded mountains rise on either hand. The voyage to Magog, at the N. end of the lake, usually takes 3 – 4 hours, nearly 50 M. being traversed. By leaving Magog on the afternoon boat (about 4.30 P. M.), a fine sunset on the mountains may be seen.

The steamer passes out by Indian Point, on the E., and a distant view of *Stanstead* village is soon obtained, between the evergreen-covered islets known as the *Twin Sisters* (on the E.). Soon after Province Island

is passed, and the steamer crosses into Canada. The boundary is marked by clearings in the forests on either side. Next, on the E., is the small, cedar-covered Tea Table Island, and beyond it the Canadian village of *Cedarville.* Bear Mt. looms up on the W. shore, and the scattered farms of the town of Potton, while Fitch's Bay stretches far in shore to the N. E. The round summit of Owl's Head is now approached on the W. Magoon's Point (on the E.) is near a large cavern, where the treasures of a cathedral are said to have been hidden. The legend is probably derived from the fact that Rogers' Rangers retreated down the E. shore of Lake Memphremagog, after sacking and destroying the church and village of the St. Francis Indians. Besides the rich plate of the church, they secured two golden candlesticks, and a silver image weighing 10 pounds. The candlesticks were hidden near the lake (no mention is made of the disposal of the other articles), and were found in 1816. The steamer stops at the *Mountain House,* 12 M. from Newport, in a sequestered position at the foot of **Owl's Head,** and near the best fishing-grounds on the lake.

The mountain is ascended by a foot-path (in 2 hours) which passes through forests and fields, and by numerous curious rock-formations. The summit is 2,743 ft. above the lake, and commands a broad view, including the greater part of the lake and its islands. On the S. is Newport village and part of the Clyde valley, with the nearer summits of Bear Mt. and Hawk Mt., also Jay Peak and part of the Missisquoi valley. In the W. are the tall foot-hills of the Green Mts., while Brome Lake is seen in the N. W., and far beyond it the city of Montreal is visible on a clear day. Nearer, in the same direction, are the Hog's Back and Elephantis Mts. Orford Mt. looms at the head of the lake on the N., and in the N. W. are the pretty lakes of Little Magog and Massawippi. In the E. are several villages in Stanstead and Derby. Mt. Annanance is seen in the S. E. over Willoughby Lake, and, far beyond, the dim blue peaks of the White Mts. rise on the horizon-line. The contrast between the rugged country towards Lake Champlain and the vast plains to the N., traversed by the glittering rivers St. Lawrence and St. Francis, is very great, and an element of rare beauty is added by the extensive view over the lake below. The path is, by wheel-measurement, 1½ M. and 30 rods long.

½ M. from the Mountain House is *Round Island,* which resembles Dome Island, on Lake George, or Ellen's Isle, on Loch Katrine. Farther E. is Minnow Island, near which trout abound. *Skinner's Island* is also E. of the hotel, and has on its N. W. side a cavern in the rock, 30 ft. long, 10 ft. wide (at the entrance), and 12-14 ft. high. The legend is that a celebrated smuggler named Skinner (in 1812) always eluded the closest pursuit of the customs officers, by disappearing near this point. One night, after a long chase, the officers found his boat on this island, and turned it adrift on the lake. Some years afterward a fisherman, lying under the lee of the island to escape a squall, discovered the cave, hidden under heavy foliage.

"And what do you think the fisherman found?
Neither a golden nor a silver prize,
But a skull with sockets where once were eyes;

Also some bones of arms and thighs,
And a vertebral column of giant size;
How they got there, he could n't devise,
For he 'd only been used to commonplace graves,
And knew naught of "organic remains" in caves;
On matters like those his wits were dull,
So he dropped the subject as well as the skull.
'T is needless to say
In this later day,
'T was the smuggler's bones in the cave that lay:
All I 've to add is — the bones in a grave
Were placed, and the cavern was called 'Skinner's Cave.'"

N. of this point is *Long Island*, with palisades on its N. W. side, and an immense rocking-stone called Balance Rock on the S. shore. Near *Molson's Island*, still farther N., is the mansion of a wealthy Montreal gentleman. On the W. shore, 1 M. above the hotel, are cliffs 700 ft. high, and as the steamer goes N. the sharper outlines of Owl's Head become prominent. *Mt. Elephantis*, or Sugar Loaf, is above Owl's Head on the W. shore, and is thought to resemble an elephant's head and back. Far up on the W. slope of Elephantis is a beautiful mountain tarn, 2 M. long by ½ M. wide, and abounding in trout. The steamer touches at *Georgeville* (Camperdown House), a pretty village on the E. shore, where many Canadians pass the summer. The lake is now crossed (3 M.) to *Knowlton's Landing* (16 M. from Newport), at the mouth of Sergeant's Bay. This crossing has long been the main route to Montreal from the Eastern Townships (Stanstead County), as stages run from Knowlton's to the railroad station at Waterloo (20 M.). The steamer crosses the mouth of the Bay, passes the rocky Gibraltar Point on the l., and leaves the more mountainous part of the lake, heading towards Orford Mt., which is seen in the N. A comparatively narrow strait is passed, and then the lake widens into a broad expanse, at the end of which is the village of **Magog** (Parks House), a small Canadian settlement, with fine trout-fishing in the rapids of Magog River. The latter stream flows through Little Magog Lake, and empties the Memphremagog waters into the St. Francis River, a noble tributary of the St. Lawrence. 5 M. from Magog (carriage-road to the summit) is *Orford Mt.*, the highest peak in the Eastern Townships. Its view embraces Memphremagog and its mts. on the S., Shefford Mt. on the W., much of the valley of the St. Francis on the N. E., and the waters of 18 lakes. A vast pine forest covers much of the country to the N. and W., and Orford Lake, at the base of the mt., has a weirdly dark and solitary appearance. Railroads run from Magog to Sherbrooke and Waterloo.

The train crosses an arm of the lake after leaving Newport, and enters the rich farming town of Derby. Station, *N. Derby* (Derby Line Hotel), soon after passing which the Anglo-Canadian frontier is crossed. The line now enters the **Eastern Townships,** of which the riverward parts were early settled by the French, while the forest-towns were occupied by pioneers from New England between 1790 and 1800.

The Canadian Hand-Book calls this "as beautiful a tract of country as perhaps any on the continent, both with regard to mountain and lake scenery, beautiful rivers, and fertile valleys. The mountains, wooded generally from base to summit, repose in majesty; and as the mists, with which their summits are not unfrequently crowned, withdraw themselves in folds along their sides, they reveal still more of the beautiful and sublime. Chasms, ravines, and precipices are there, and among their solitudes sublimity reigns. Beautiful lakes lie scattered over the surface of the country, bordered here by gentle slopes, there by precipitous cliffs; cultivated fields and wide-spread pastures, with woods interspersed; valleys and plains adorned with farmhouses, single or in groups, and beautiful villages."

The first Canadian station is *Stanstead Junction*, whence a short branch line runs to *Stanstead Plain* (4 trains daily), a large and thriving village situated on fertile lowlands. 10 M. E. is *Pinnacle Lake and Mountain*, the latter being a remarkable precipitous peak which rises sheer from the lake. After passing some minor stations, the train reaches *Massawippi*, a village in Hatley town, near which is the beautiful **Lake Massawippi.** This lake is 9 M. long by 1–1½ M. wide, and swarms with many kinds of fish, among which are muskallonge trout, pike, pickerel, bass, and mullet. Blackberry Mt. on the E. shore, abounds in blackberries during their season. The train now follows the Massawippi River for 16 M. to its confluence with the St. Francis, at *Lennoxville* (two inns). This is the seat of **Bishops' College,** an institute of high reputation, under the care of the Episcopal Church, with preparatory schools attached, and a staff of able professors. This college has been called "the Eton and the Oxford of Young Canada." Productive copper and lead mines are worked in the vicinity of Lennoxville.

Station, **Sherbrooke** (*Sherbrooke House; Magog House*), a manufacturing village prettily situated at the confluence of the Magog and St. Francis Rivers. There are long rapids in the St. Francis near the village, and other fine scenery in the vicinity. Sherbrooke is the metropolis of the Eastern Townships, and is the most important station between Montreal and Portland. It contains the Compton County buildings, which are well situated on a commanding site.

At Sherbrooke the traveller changes cars, and proceeds to **Quebec** (121 M.), or to **Montreal** (101 M.). See Route 40.

25. Boston to Saratoga and Troy.

Via Fitchburg Railroad, through the Hoosac Tunnel to Troy and Saratoga, the shortest route from Boston.

The train leaves the Union Station on Causeway Street. Charlestown Heights on the right and the long hills of populous Boston on the left are in sight for a few minutes, then the train runs past the stations *Union Square, Somerville, Cambridge, Belmont*, and *Waverley*. Near the latter station is the finest grove of oaks in New England (see Flagg's "Woods and By-ways").

Waltham (*Central House; Prospect House*) comes next, and is an active town of about 12,000 inhabitants. Here, in 1814, was erected the first large cotton-mill in America, and extensive mills are still in operation here. The American Watch Company's works are the largest in the world engaged in making watches; upwards of 1,500,000 of these timekeepers have been sold in America, their reputation being very high. Every part of these popular and justly-celebrated watches is made by machine-work, while the works of Swiss watches are formed by hand. The extensive buildings of this company are on the banks of the Charles River.

At Waltham, the track of the Watertown Branch rejoins the main line, after passing several petty stations between Waltham and its divergent point at West Cambridge. *Watertown* is the most important of these points, while Mount Auburn and Fresh Pond are also frequently visited by this route.

N. P. Banks was born at Waltham in 1816. His parents were factory-hands, and he himself was for some time a "bobbin boy." Applying himself to study, journalism, law, and politics, he rose rapidly, and was Member of Congress in 1853–72 and 1865–7, Governor of Mass. 1858–61. During the Secession War he was a Maj.-Gen., and was defeated by Stonewall Jackson in the Shenandoah Valley, after which his army was only saved by its superior fleetness. While commanding in Louisiana he took Opelousas and Alexandria, inflicting severe losses on the enemy, and then, after a long siege, the Mississippi River fortress of Port Hudson was surrendered to his army. In 1864 he advanced far up the Red River, but after several sharp, sudden attacks by the Confederate General Dick Taylor, he was forced to make a rapid and disastrous retreat with his unwieldy expeditionary force. In the Presidential contest of 1872, he joined the Liberal party, and consequently failed to secure a re-election to Congress in that year.

After leaving Waltham, Prospect Hill is seen on the r., from whose summit (480 ft. high) a fine view is obtained of Boston and its western suburbs. The line soon passes into the valley of Stony Brook, and beyond the station of that name, stops at *Weston*, 1 M. N. from the bright upland village of Weston. *Lincoln* is 1½ M. S. W. of the village in the centre of the town of Lincoln, near which are two large ponds well stocked with

fish. The train next runs along Walden Pond, on whose shore Thoreau dwelt (see page 28). **At Concord Junction**, near the State Reformatory for unhardened criminals, the railway from Lowell to S. Framingham and Newport (see page 126) is crossed. The next station is **S. Acton** (*American House*), whence semi-daily stages run to *Acton*, 2 M. (*Monument House*) and Stow (3 M.); and a railroad diverges 13 M. S. W., by the great Assabet Mills at Maynard, to Rockbottom, Marlborough, and Hudson, on the Mass. Central Railroad. Beyond S. Acton come *W. Acton* and *Littleton* (the Indian *Nashoba*), with many hills and ponds, and prosperous milk-farms.

Ayer Junction (*Union House*) is a flourishing village and railroad centre.

The Stony Brook Railroad runs to Lowell (13 M.) down the valley of the Stony Brook, passing through the towns of *Groton*, *Westford*, and *Chelmsford*. Westford has a quiet village situated on far-viewing heights.

The Peterboro and Shirley Branch runs to *Greenville* or Mason Village (N. H.), passing through the towns of Groton, Townsend, and Mason. Townsend Harbor is a village on the Squanicook River, and Centre & W. Townsend are small villages of no importance. Mason Village was set off under the name of Greenville in July, 1872, amid general jubilations and a salute of 40 guns. It is a manufacturing place, situated on the Souhegan River, which has here a fall of 80 ft. in a distance of 80 rods. The Brookline Branch runs through Pepperell to Brookline, N. H., and will be extended to Milford, N. H.

The Worcester and Nashua Railroad crosses the present route at Ayer Junction.

After leaving Ayer Junction, the Fitchburg Railroad crosses the towns of Shirley, Lunenburg, and Leominster, with occasional views of *Wachusett* to the l. as the train approaches Fitchburg. **Fitchburg** (*American House*) is a small city (incorporated 1872) of about 22,000 inhabitants. It was known in the colonial days as Turkey Hills, from the great number of wild turkeys found here. It is a busy, plain, wide-awake place, which has quadrupled its population within 28 years by its encouragement of manufactures and by its being a centre of railroads. The city is built along the Nashua River, which affords a fine water-power. Many small factories are ranged along this stream, which is the life of Fitchburg. 600 men are engaged in the manufacture of machinery and agricultural tools; 300 men are in the chair-making business; 3 paper-mills with 250 hands, turn out $1,000,000 worth of goods yearly; while two or three cotton-mills are well worked and busy.

The views from *Rollstone Hill* (the seat of large quarries) and *Pearl Hill* are of interest. In memory of her soldiers who fell in the Secession War, the city has erected a fine monument from designs by Milmore. It represents the Goddess of Liberty, a soldier, and a sailor, all of heroic size, and cast in bronze at Chicopee in this State. These statues stand on a high inscribed pedestal, near the handsome Wallace Library (20,000 volumes).

In 1793, Fitchburg maintained a semi-weekly stage to Boston. At present it has 15 trains a day running over 50 M. of track to Boston, by the Fitchburg Railroad, and 4 trains daily to Boston by way of S. Framingham (58 M.). The Fitchburg R. R. runs hence N. W. to Keene and Bellows Falls (see Route 26) and W. to Hoosac Tunnel; and the Worcester and Fitchburg R. R. runs S. to Worcester.

Beyond Fitchburg and W. Fitchburg the line soon reaches *Wachusett*, whence stages run 6 M. S. to *Mt. Wachusett* (see page 412). Westminster is 3 M. by stage from *Westminster Centre* (Westminster House), a lofty hamlet near Meeting-House Pond, with a library and two churches. Mt. Wachusett is 5 M. S. E.; and there are broad views from Prospect Hill. This town has 1,712 inhabitants, and 225 farms. It was granted to the Narragansett veterans, and settled in 1737, under guard of ten forts.

At *Ashburnham Junc.* the Fitchburg R. R. diverges to the N. W.; and a short branch runs 3 M. N. E. to **Ashburnham** (*Central Hotel*), a pretty highland hamlet near Naukeag Pond and Brown Hill, with 2 churches and several factories. 5-6 M. N. is **Mt. Watatic** (1,847 ft. high), which gives an immense view, including Wachusett, Monadnock, the White Mts., and hundreds of lakes and villages.

The train runs S. to **Gardner** (see page 413), where it crosses the railroad from Worcester to Winchendon; and then to Baldwinsville, where it crosses the railroad from Springfield to Winchendon. Occasional views of Mt. Monadnock are gained on the N. From *Royalston* stages run N. W. 4 M. to **Royalston Centre** (*Moore's Hotel*), a pleasant hill-village in a farming town of 1,000 inhabitants. The line now follows Miller's River S. W. through the hills to the bright village of **Athol** (see page 422), where it meets the railroad from Springfield. Station, *Orange* (Putnam House), a prosperous and pretty village in a hill-girt glen, in a town of 5,000 inhabitants, with 5 churches and a soldiers' monument. To the N. E. are the bluff Tully Mts. Stages run to *Warwick*.

Station, *Wendell*, whence daily stages run 4½ M. S. W. to *Wendell Centre*, on a ridge in a farming town of 500 inhabitants; also 8½ M. S. W. to *Lock's Village* near which are the **Mt. Mineral Springs**, highly efficient in diseases of the blood and nerves. Stages from Orange to *Warwick* (Warwick House), a pleasant old hill-town with 3 churches, a library, and a soldiers' monument (to 27 dead). Over it, on the N. W., is **Mt. Grace** (1,628 ft. high), which commands a broad and splendid view. It was named for Grace Rowlandson, who was buried here, while the Indians were leading the Lancaster people into captivity, in 1676.

Beyond *Erving* (Erving House), the train crosses Miller's River thrice; and intersects the New-London N. R. R. **Lake Pleasant** (*Lake-Pleasant House*) is a new summer-resort, patronized by Spiritualists, with steamboat, bath-houses, military bands, 200 cottages, &c. Beyond *Montague*, the train crosses the Conn. and Deerfield Rivers, amid romantic scenery.

Greenfield (*Mansion House, American House*) is a beautiful village situated on broad intervales near Green River, and not far from the union of the Deerfield and Connecticut Rivers. It bears a pleasing air of rural simplicity, and is a favorite summer-resort on account of its attractive environs. Fronting the public Square is a handsome sandstone church, and Court House. The soldiers' monument occupies the centre of the Square.

The *John Russell Cutlery Co.* is at Turner's Falls (branch R. R.). Here 600 men are employed in the manufacture of table-cutlery, which is superior to that of Sheffield. The works turn out annually about 300,000 dozen table-knives, and 100,000 dozen of miscellaneous cutlery, using up 500 tons of steel; 150 tons of cocoa and granadilla wood; 30 tons of rosewood; 50 tons of ebony (from Mada-

gascar); 20 tons of elephant's tusks; 25 tons of emery (from Smyrna); 200 tons of grindstones (Nova Scotia); 15 tons of brass wire; 2,000 tons of coal; 25,000 bushels of charcoal: and 1½ tons of wax. The admirable and ingenious mechanism used in these works is worthy of note. There are also manufactures of woollen goods, carpenters' tools, &c., in the town.

The *Bear's Den* is a dark ravine with a small cave, a short distance S. E. of the village, and at the S. end of Rocky Mt. The *Poet's Seat* is on Rocky Mt., and commands a pleasing view, embracing the villages of Greenfield and Deerfield, the fair intervales of the two rivers, and a great circle of hills surrounding all. *Arthur's Seat* is a lofty hill S. W. of the village, commanding a view of the villages and rich intervales of Deerfield and Greenfield.

Deerfield (see Route 24) is about 3 M. S. of Greenfield. The *Coleraine* and *Shelburne Gorges* are much visited, and in *Leyden* there is a remarkable water-worn cut in the slate-rock, 10 – 15 ft. wide, and 30 – 50 ft. deep, known as the *Leyden Glen.* Pretty cascades are found near this place, and formidable hills tower over it. The *Coleraine Gorge* is a deep and romantic defile cut by the waters of the Green River. The road to the S., over the level meadows of the Deerfield River, and through the ancient village of Deerfield, is a popular and pleasant drive.

4 – 5 M. N. E. of Greenfield are *Turner's Falls.* At daybreak, on a May morning of 1676, Capt. Turner and 180 colonial soldiers, after a long forced march by night, attacked a powerful force of King Philip's insurgent Indians, who were encamping here and rioting on the spoils of the captured English towns. Turner surprised the enemy sleeping in their wigwams, and in the ensuing panic 140 of them sprang into their canoes, and were carried over the Falls and lost. 100 were shot or cut to pieces on the shore, and then Turner, having lost but one man, marched off. But the dispersed Indians rallied in swarms and hung on the line of retreat, and a rumor spread through the ranks of the colonials that King Philip and 1,000 men had reinforced the enemy. The command now broke up in panic, and Capt. Turner and 38 men were killed, besides many wounded and stragglers who were cut off. The Rev. Hope Atherton, who was present in full canonicals, was made prisoner, but the Indians were struck with such awe at his presence that they speedily let him go. Capt. Holyoke led the remnant of the force back to Hatfield. After this blow, says the old historian, "the enemy went down the wind apace." Many years later the town of Bernardston was granted to the veterans of the "Falls Fight."

In 1792, a dam and canal (3 M. long) were built here, to aid in the navigation of the river. In 1866, the Turner's Falls Co. bought 700 acres near the Falls, laid out a city, and built a curved dam 1,000 ft. long. The fall is 36 ft., and a water-power equal to 10,000 horse-power has been developed by two canals. Several manufactories have already been started here, and prophecies are heard of a second Lowell. "During high water the roar of Turner's Falls is heard from six to ten miles." Dr. Hitchcock calls this Fall a miniature Niagara. "They are by far the most interesting waterfalls in this State, and I think I may safely say in New England."

Daily stages run N. E. from Greenfield 3½ M. to *Factory Village*, opposite Turner's Falls; and 7 M. to *Gill*, a small highland hamlet near the Connecticut River. Also 9 M. N. to *Leyden*, in a land of mountains and gorges. At Greenfield the Fitchburg line is crossed by the railway from Springfield to White-River Junction (see page 164). The railroad from New Haven, Conn., by Simsbury and Westfield, meets the present route at Shelburne Falls.

After leaving Greenfield the railroad closely follows the Deerfield

River, running far S. to flank Arthur's seat, which looms up on the r., while the Deerfield Hills and Pocomtuck Rock are across the valley, to the l. Rising on higher grades noble views are given to the l., including the peaceful valley, the dark mountain-walls, and the white hamlet of Deerfield, about 1 M. from W. Deerfield. The track soon enters and long traverses the remarkable **Deerfield Gorge,** a picturesque defile whereof Dr. Hitchcock said: "It is so narrow that it is difficult, even on foot, to find a passage, though full of romantic and sublime objects to the man who has strength and courage to pass through it." At *Bardwell's Ferry* the river is crossed on a costly bridge, and the old route of the railroad, narrow and sinuous, is seen. Stages run 3 M. N. to *Shelburne;* and 4 M. S. to *Conway* (Conway House), an upland hamlet in a rugged farming town of 1,400 inhabitants. The line now runs N. W. up the Gorge, and soon reaches **Shelburne Falls** (*Shelburne-Falls House*), a prosperous village with over 1,200 inhabitants, 3 churches, a library, bank, high-school, and soldiers' monument. Locks, cutlery, gimlets, and bits are made here; and the surrounding town raises sheep and maple-sugar.

"Here the river, in a distance of a few hundred yards, makes a descent of about 150 ft. over a prodigious bed of rock. The river roars through a channel which it has worn in the stone, leaping in two or three distinct falls, and rushes downward, as from flight to flight of a broken and irregular staircase; the rocks seem to have been hewn away, as when mortals make a road." (HAWTHORNE.) Stages run daily from Shelburne Falls N. to *Coleraine* (7 M.), and *Whittingham*, Vt. (19 M.); also S. to *Ashfield*, a mountain town which produces sheep, tobacco, and wooden-ware. The next town on the S. is *Goshen* (Highland House), which has a mountain 1,700 ft. high.

The train passes through beautiful scenery beyond Shelburne Falls, with the dashing Deerfield River alongside, winding gracefully through the hills. Bald Mt. is passed on the r., and the train stops at *Buckland*, whose village is snugly hidden away in a romantic glen, 2 M. S. (Taylor's Hotel). This sequestered place was the birthplace (in 1797) of Mary Lyon, the celebrated and devout teacher, who founded the Mount-Holyoke Seminary. The pretty hamlet of *E. Charlemont* is seen on the r., across the river, 2 M. N. of which is the massive **Pocomtuck Mt.,** 1,888 ft. high. The train next reaches *Centre Charlemont* (Dalrymple House), a bright village between Bald Mt. on the N. E. and Mt. Peak on the S. W., the scene of the story, "An Earnest Trifler."

This town has about 1,000 inhabitants and 3 churches, and produces sheep, maple-sugar, hay, and tobacco. It was a strongly fortified frontier-post during the earlier part of the 18th century, and was attacked by the savages. 5 M. S. W. is *W. Hawley*, in a rugged and picturesque mountain-town which produces maple-sugar and wood. This was the birthplace of Jonas King, the famous missionary to Athens. To the N. E. is the village of *Heath*, with 2 churches, situated on a high ridge, and commanding a broad view over the wilderness of hills. *Fort Shirley* was built here in 1744, to protect the border-settlements.

The line crosses and recrosses the river, among savage and shaggy hills, and reaches *Zoar*, whence daily stages run N. E. up the Pelham-Brook

valley (near the ruins of the ancient Fort Pelham) to *Rowe*, a lofty and picturesque farming town on the Vermont frontier. In its N. part *Jilson's Hill* attains the height of 2,109 ft. Sweeping around through a wild and desolate region, the line soon reaches the **Hoosac-Tunnel** station, whence the old stage-road ascends the mountain. The costly cut-stone façade at the E. end of the tunnel is approached, and the train advances under the Hoosac Mt. (see page 155). Soon after emerging on the W. side the bright town of N. Adams appears, overlooked by the massive peaks of the Greylock chain.

N. Adams and **Williamstown,** see pages 154–157. Beyond N. Adams the train runs down the Hoosac Valley, near the river, with bold mountains on either side. *Blackinton* is a small factory-village, as is also Chadbourneville, which stands close to the **Williamstown** station (whence the college is 1½ M. distant, on the l.). Greylock Hall is next seen, on the r., near Dome Mt.; and the line swings to the N. W. around Clarksburg Mt., with the massive Berlin Mt. on the l., and enters the State of Vermont. *Pownal* station is 2¾ M. S. of **Pownal Centre** (*Union Hotel*). The line now bends around the Petersburgh Mt., on the l., and runs on to *N. Pownal* (Eldred's Hotel), in an old mountain-town which was early settled by the Dutch, and in 1762 by the aggressive New-Englanders. Mt. Anthony is seen on the r., miles away.

At *Petersburgh* the Lebanon-Springs Railroad crosses the present route; and the train then runs through the long manufacturing district of *Hoosick* and *Hoosick Falls*, situated on the valuable water-power of the river. In this town, near the Walloomsack River, the Vermonters defeated the Hessian army in 1777 (see page 186).

At *Hoosick Junction* a branch line diverges to *Bennington*, Vt., 6½ M. E. **Eagle Bridge** (*Dalton House*) is in the midst of pleasant scenery, and here a branch railroad diverges to Rutland. At *Johnsonville* another branch diverges, running 15 M. N. across Cambridge and Easton to *Greenwich*, a prosperous factory-village on the Batten Kill.

Beyond the manufacturing town of *Schaghticoke* (3,125 inhabitants), the line leaves the Hoosick Valley and crosses the water-shed to the S. W. Noble views over the Hudson Valley are obtained, with the Kayaderosseras Mts. on the N. W. and the blue Helderbergs on the S. W. **Lansingburg** (*American House*) is a manufacturing town of 6,372 inhabitants, where oil-cloths, brushes, and many other articles are made. Just across the Hudson is *Waterford*, also occupied by factories.

The train next runs down through a populous district, traverses the ragged suburbs, and enters the city of **Troy** (see page 350).

The route to Saratoga leaves the main line at Johnsonville, and runs by *W. Valley Falls*, *Schaghticoke*, and *Reynolds* to *E. Saratoga Junction* and Saratoga (see page 350). This line follows the shore of Saratoga Lake for a long distance; and from Schuyler Junction throws off a branch to Victory Mills and *Schuylerville*.

Many of the fast trains between Boston and the West run over the Fitchburg and West-Shore lines, reaching Buffalo in 15 hours. At

Mechanicville the route crosses the D. and H. Canal Co. R. R. from Albany to Saratoga; and at *Rotterdam Junction* it meets the New York, West Shore, and Buffalo R. R. for the West.

26. Boston to Burlington and Montreal.

By the Fitchburg Railroad and connecting lines, in 337 M.

The train leaves the Union station, on Causeway Street, Boston. Boston to **Bellows Falls**, see Route 25 by the stations of *W. Fitchburg, Westminster, S.* and *N. Ashburnham*, and *Winchendon* (see page 413).

Fitchburg to Peterboro.

From Winchendon the Fitchburg R. R. runs N. 17 M. to **Peterboro**, N. H., passing across the lake-studded town of *Rindge*, the birthplace of Edward Payson, D. D., and Marshall P. Wilder. Station, *Jaffrey*, in the town of the same name, which has an ancient church (now secularized) whose frame was raised on the day of the battle of Bunker Hill (1775). The workmen claimed to have heard the cannonading. In the N. W. part of Jaffrey is **Monadnock Mountain**, with its high and rugged top rising 3,186 ft. above the sea. (Stage from Troy daily, to the *Mountain House*, $1.50 a day; $9 a week, — round-trip tickets from Boston to Mountain House and return, $4.50, — a well-kept hotel, whence steep path to the summit, 1 M.) An extensive view is enjoyed from the summit, embracing Mts. Lafayette, Washington, Moosilauke, Kiarsarge, Ossipee, Belknap, Watatic, Wachusett, the Berkshire Hills, and the Green Mts. (see page 413). Troy, N. H., is on the Fitchburg R. R. **Peterboro** (see page 413).

The train on the main line, after leaving *Winchendon*, passes State Line, and enters New Hampshire, stopping at *Fitzwilliam* (*Monadnock-Mt. House; Cheshire House*), a picturesque hill-town with many ponds, named in 1773 for the Earl of Fitzwilliam. Its present industry is mainly centred on quarrying granite. Stations, *Troy* (Monadnock House), a thinly settled upland town, with a stage-line in summer to Monadnock Mt.; *Marlboro* (Marlboro House), a rugged and unproductive town; and **Keene** *Eagle; City*). Keene is a pleasant city in the alluvial valley of the Ashuelot River, with 7,000 inhabitants, 8 churches, 2 newspapers, 6 banks, the Cheshire-County buildings, a high-school, a public library, and a museum. The broad streets are shaded with trees, and on Central Square (adorned by a soldiers' monument) are numerous stores, which are prospered by a large country trade. The manufactures

of the city are valued at nearly $ 3,000,000 a year, including leather, furniture, flannel, sash and blinds, &c. R. R. to Nashua.

Near S. Keene the R. R. passes over a fine granite viaduct 75 ft. wide and 45 ft. high. The *Beaver-Brook Falls* are about 2 M. N. of the Square, and are much visited. The brook falls over a stair-like succession of ledges 40 ft. into a deep basin which is a haunt of large trout.

"Keene is a proud little spot," which was settled under the name of Upper Ashuelot ("collection of many waters"), about 1735. In 1746 its fort was attacked by a large Indian force, and the villagers who were outside were cut off by the enemy. A reinforcement from Swanzey drove off the assailants. In 1753 the town was named in honor of Sir Benjamin Keene, a friend of Governor Wentworth, and at that time British minister to Spain. It was among the first to resist the British aggressions on the liberties of New England.

Stages run to *Chesterfield*, which has a lovely lake 8 M. in circumference; to *Surry* and *Gilsum;* to *Sullivan* and *Marlow;* to *Swanzey*, *Richmond*, and *Nelson*.

The Ashuelot Division of the Connecticut-River Railroad runs S. W. 24 M. from Keene to W. Northfield and S. Vernon. (See page 102.)

Lake Spofford (*Prospect House*), 10 M. from Keene (stages from Boston trains), is 3 M. around, with crystalline waters on a white sandy bottom. It has a pretty island of 6 acres, much used by picnics. Visitors come here from all parts of the Union in summer. A steamer, sail-boats, and row-boats ply on the lake, in whose waters black bass and pike are found. The hotel accommodates 100 guests ($7–12 a week).

The hotel commands charming views; and *Prospect Hill* gives a prospect of the Green Mts., Monadnock, Ascutney, &c. Park Hill, the Ravine, Echo Cove, and Picnic Point, are often visited. **Chesterfield Centre** (*Chesterfield House*), is an embowered village 1–2 M. from the lake. Brattleboro is 8 M. S. W. (see also page 103).

Passing out of Keene, the Burlington train runs W. and N. 9 M. through a thinly settled country, ascending the long hills toward the Connecticut River. Then comes *E. Westmoreland*, whence daily stages run 3½ M. S. W. to **Westmoreland** (*Bennett House*), the chief village in a rich and prosperous farming town, which has many summer-visitors. It was settled in 1741, and suffered from several Indian forays. From Westmoreland Depot daily stages run 2½ M. S. to the hamlet of *Park Hill*.

The train now runs down on the fertile intervales of the Connecticut, and soon reaches **Walpole** (*Dinsmore House;* summer boarding-houses of Crowell, Blake, and others), the chief village in a charming river-town of 2,000 inhabitants, abounding in corn, tobacco, and wool, and agreeably placed amid rugged Tyrolese scenery.

Walpole was settled in 1749–52 by John Kilburn and Col. Bellows. A strong fort was erected near Cold River, and in 1755 the garrison of Kilburn was attacked

by 400 Frenchmen and Indians. From noon till sunset the battle was carried on, the little handful of heroes within keeping up an incessant fire. The women loaded the guns, and run the bullets, and when ammunition began to fail, picked up the Indian shot which had entered the house and melted them over for their husbands' guns. Several attacks on the heavy outer doors were met by deadly volleys, and the enemy finally grew discouraged and retired to the N. It is thought that the valley towns were saved by this brave defence.

Henry W. Bellows, D. D., the great-grandson of Col. Bellows, was born at Walpole in 1814. He was pastor of All Souls' Church (New York) for 40 years, and one of the foremost divines of the Unitarian Church; an eloquent and powerful orator, and a leader in social reforms and philanthropic movements.

Walpole is a pleasant village near the foot of Mt. Kilburn, and on the verge of broad intervales. It has wide streets lined with trees, a neat Common, and several boarding-houses for summer guests, with whom this is a favorite resort. *Ravine Falls*, *Blanchard Falls*, and the *Abenaquis Spring* are near the village, while Derry Hill commands an extensive view, including the Green Mts., Ascutney, Greylock, Monadnock, and the valley of the Connecticut.

The line now crosses the river, and stops at **Bellows Falls** (see page 164), where Route 29 crosses the present route. (Restaurant in the station.) Beyond Bellows Falls the line runs along Williams River valley, and soon begins the ascent of the E. slope of the Green Mts. Stations, *Rockingham*, *Bartonsville*, *Chester* (The Fullerton). From the latter station stages run to Windham, 10 M. S. W.; Londonderry (Green-Mountain House), 15 M. S. W.; Weston, 12 M. W.; and Andover, 6 M. W.

Station, *Gassetts*, from which stages run to Baltimore (3 M.) and to Springfield (*Springfield House*) (7 M.), a village at Black-River Falls. Stations, *Cavendish*, and *Proctorsville* (Eagle Hotel), a neat village with two churches and a bank. There are fine cascades on Black River near Cavendish; and 1 M. N. of the village is a valuable quarry of serpentine marble, which is equal to the best African stone, and is largely used for decorative purposes in Boston and New York.

Station, *Ludlow* (Ludlow House), where the line passes over the Hogback, which is thought to have been an island in some primeval lake, long since drained by the break-down of the eastern serpentine ridge. Daily stage to Plymouth. The train now ascends heavy grades by *Healdville* to *Summit*, the highest point on the line, beyond which the train starts on a down grade which includes 1,000 ft. of descent in 18 M. Stations, *Mt. Holly*, *E. Wallingford*, and *Cuttingsville* (small inn), which is near Shrewsbury Peak, a tree-covered mt. 4,086 ft. high. Stations, *Clarendon*, *N. Clarendon*, and **Rutland** (* *Bates House*, 175 rooms, and *Bardwell House*, near station; each $ 2.50 per day), a finely situated and prosperous town of 12,000 inhabitants, with a large country-trade, marble-works, and the Howe Scale Works. There are some fine commercial buildings, others pertaining to the town, several churches, and an Opera House. St. Peter's

Catholic Church is a fine building of stone, in the English Gothic style, while the Episcopal Church is a solid and massive stone structure. Near the twin spires which are seen on the hill is the handsome *Court House* of Rutland County, opposite which is a neat Government building. The town has 2 daily and 2 weekly papers, 8 churches, 5 banks, and numerous manufactories, prominent among which are the marble-works. The principal quarries and sawing-mills are at *W. Rutland*, whence immense quantities of white marble are shipped to all parts of America and Europe. It sells at the quarries for a higher price than does Italian marble delivered in New York. Large gangs of saws (without teeth, and cutting by means of sand poured in from above) are constantly running, to separate the marble into slabs.

Rutland was settled about 1770, and fortified in 1775 as a station on the great northern military road. In 1777, St. Clair's routed army retreated through the town.

Numerous pleasant excursions may be made from Rutland. **Clarendon Springs** are about 7 M. distant (stages connect with trains at W. Rutland station). These springs are of great efficacy, "containing in one gallon, or 235 inches, 46 cubic inches of carbonic acid gas, 9.63 cubic inches of nitrogen gas, 3 grains of carbonate of lime, and traces of other alkalies." In a sequestered location near the springs is a large hotel, which has been a favorite resort for many years (75 guests; $2 a day, $10 a week). The drives in this vicinity are very pleasant.

Killington Peak (*Killington House*, $3 a day, $10–15 a week) is 9 M. E. of Rutland (daily stages; $2 for round trip). The road traverses the lofty and sterile town of Mendon. From the peak (4,380 ft. high) a magnificent *view is gained over S. Vermont, Lake Champlain, Ascutney, Mansfield, the White Mts., and the nearer Pico and Shrewsbury, besides scores of white villages and azure lakes. The hotel was opened in 1879, and is visited by thousands of guests, from all parts of the Union. It is 3 M. by an easy road from the base, and a flight of stone steps leads to the rocky summit, 300 ft. above. This locality is a point of total exemption from hay-fever and malaria; and the pure waters of two adjacent springs are said to relieve dyspepsia and rheumatism.

Proctor (named for the ex-Secretary of War, who lives here) is the seat of the Vermont Marble Company, the largest in the world, employing 1,400 men. Vermont yields yearly $2,500,000 worth of fine marble.

After leaving Rutland, the main line runs N. by Proctor to **Pittsford** (Otter-Creek House), prettily situated near fertile intervales on Otter Creek and large marble quarries. Station, **Brandon** (*Hotel Brandon*), a prosperous manufacturing village on the Neshobe River, with 3,000 inhabitants, 5 churches, and 2 banks. In this and the village of Forestdale are several mineral-paint companies, producing large quantities of paint from kaolin, which is mined in the vicinity. There are also marble

quarries, producing common and fine statuary marble and lime. Vast quantities of bog iron ore are found, which is easily melted, and yields 45 per cent of soft gray iron, adapted for cannon, car-wheels, and other castings requiring great strength. 200 tons of manganese are sent hence to market, principally to Europe. In view of this mineral wealth, and also of the rich crops on the intervales and the abundant timber on the hills, Sir Charles Lyell said of Brandon, "I have yet to see, either in Europe or America, a spot containing such a variety of unique and valuable substances placed by nature in juxtaposition."

Two curious caves are in the limestone ledges 1½ M. E. of the village. The foremost native of Brandon was Stephen A. Douglas, U.-S. Senator from Illinois from 1847 until 1861.

Sudbury (*Hyde Manor*, 200 guests, $10–18 a week, with fine view of the Adirondacks) is a pleasant village reached from Brandon by daily stages in 8 M. Farther W., on the shores of Lake Champlain (and reached by the branch railway from Leicester Junction), is **Larabee's Point** (*Lake House*, $7 to $12 a week), opposite Fort Ticonderoga; and *Chipman's Point* (Crammond House), reached by stage in 6½ M. from N. Orwell station, by **Orwell** (*Eagle Inn*).

Stages run from Brandon to *Sudbury*, 8 M. W., and to *Lake Dunmore*, 9 M. N. From *Leicester Junction* a branch railroad runs W. across the farming towns of *Whiting*, *Shoreham*, and *Orwell* to **Ticonderoga** (17 M), **Crown Point**, and Port Henry (see Route 53). This road crosses Lake Champlain on a long bridge near Fort Ticonderoga.

Station, *Salisbury*, 3–4 M. W. of which is the beautiful **Lake Dunmore**, which is about 5 M. long and is environed by hills. Its clear waters are 60 ft. deep, and abound in fish. *Moosalamoo Peak* towers on its shore to a height of nearly 2,000 ft. and overlooks the lake and the surrounding country, while there are rich lake-views from *Rattlesnake Point*. *Warner's Cave* (on Moosalamoo) and the *Lana Cascade*, E. of the lake, are often visited. Lord Dunmore visited this lake (about the year 1770) and, wading into its crystal waters, poured a libation of wine into it, saying, "Ever after, this body of water shall be called Lake Dunmore, in honor of the Earl of Dunmore." The scenes of the romance, "The Green Mountain Boys," are laid in this vicinity. On the W. shore is the **Lake-Dunmore House*, which accommodates 100 guests ($8–15 a week).

Middlebury (*Addison House*, 80 guests, $10.00–12.00 a week) is a handsome village, situated near a considerable fall in Otter Creek. It has some manufactures, but its principal product is marble, of fine quality. The Portland (Me.) Post Office is built of this marble. Besides 4 churches and a bank, the village contains the Addison County Court House, and is the seat of **Middlebury College**. This institution was incorporated in 1800, and has 9 instructors, 50 students, and a library of 11,000 volumes. It has three large stone buildings on an eminence near the village, and is under the care of the Congregational Church.

Middlebury has admirable schools, and is the business-centre of a rich farming country. The favorite drives are to Belden's Falls, 2 M.; Lake Dunmore, 8 M.; Grand-View Mt., 9 M.; and Bristol, 12 M.

Stages run W. to Cornwall (6 M.), Bridport (8 M.), and Weybridge (4 M.). Also to the **Bread-Loaf Inn,** 11 M. E., 1,500 ft. high on the Green Mts., and accommodating 160 guests ($10 - 14 a week).

Stations, *Brookville* and *New Haven* (Partch Hotel), near New Haven River and large marble quarries. Trains run to Bristol (good inn), 5 M. E., a pretty little hamlet on a high plateau, from which the Adirondacks and Green Mts. are seen. Stages also to Lincoln, among the mts.

Station, **Vergennes** (*Stevens House*), the smallest city in the Union (1,800 inhabitants). The site was chosen by Ethan Allen, and is on a hill at the head of navigation on Otter Creek, 8 M. from the lake. It received its city charter in 1788, and was named in honor of the Count de Vergennes, French minister of foreign affairs, 1774–83. Otter Creek has deep water, and is navigable for 300 ton vessels to the Falls at Vergennes, which have a descent of 37 ft., and are improved for water-power. The country in the vicinity is rich and productive, and commands views of the great mountain-chains on the E. and W., "a scene of grandeur and sublimity rarely paralleled on this side of the Atlantic." The *Champlain Arsenal* was located here, covering 28 acres of ground. More recently the *Vermont Reform School* has been established at this place. Commodore MacDonough's fleet, which won the naval victory off Plattsburg, was fitted out at Vergennes in 1814.

Stages run to *Addison*, 6 M. S., a famous old border-town, in whose S. W. corner is Chimney Point, opposite Crown Point (see Route 53). It is now an agricultural town, widely known for its fine horses. The road to Addison passes through *Bridport*, a broad, quiet farming town. About 3 M. S. of Vergennes are fine cascades in Otter Creek, near which is the *Elgin Spring*, containing sulphates of magnesia, iron, and soda, and carbonates of soda and lime. Daily steamboat in summer from Vergennes to Westport, N. Y., near the Adirondacks.

Beyond Vergennes the line passes through *Ferrisburgh*, *Charlotte*, and *Shelburne*, to Burlington. These are quiet farming towns with frequent glimpses of Lake Champlain and the Adirondacks on the W., and the Green Mts. on the E. Stages run from N. Ferrisburgh to Monkton, which has two pretty lakes. The great mansion and estate of Dr. W. S. Webb of New York are near Shelburne.

Burlington, see page 365.

27. Rutland to Bennington.

Via the Bennington and Rutland R. R., 57 M., in 2 hrs. (express).

Trains run from N. Bennington by the State Line to *Hoosac Junc.* on the Fitchburg R. R. A new railway route is being pushed eastward from Bennington into the Green Mts., through Glastenbury.

Station, *Clarendon*, which is separated from the Clarendon Springs valley by a mountain. The line then crosses the town of *Wallingford* (2

stations) near the lofty ridge called the White Rocks. Station, *Mt. Tabor and Danby,* between two rugged hill-towns, so-named, the former of which has less than 500 inhabitants on 23,376 acres of land, much of which is on the summits of the Green Mts.

Stations, **N. Dorset** (*Washington House*), *E. Dorset* (Wilson House). The line runs through a valley between the Green Mts. on the E. and the marble hills of the Taconic system on the W. Mt. Æolus, the highest peak of the latter chain, has large marble quarries on its E. slope.

Marble was first quarried here in 1785, and now there are 62 gangs of saws running here and in Manchester, sawing 750,000 ft. yearly. Over 300 quarrymen are employed, and the Dorset marble is sent to every part of the U. S. and Canada. One quarry produces the Italian marble, so called from its resemblance to that of Carrara. The supply is inexhaustible, and the stone is found in parallel strata 1–6 ft. thick, separated by thin seams of other rock. Sometimes 20 of these strata are found, one above the other. On the S. of Mt. Æolus (formerly called Dorset Mt.) is a remarkable cave containing 5 chambers and several long passages in the rock. Its innermost room is 50 ft. high, and has many stalactites.

The line now follows the valley of the Battenkill to **Manchester** (* *Equinox House,* open June to Oct., a large and first-class hotel.

This is a quiet and beautiful village at the base of Mount Equinox, and is much visited in summer on account of its pure air, picturesque environs, and fine fishing. The village sidewalks are of marble from the inexhaustible quarries on the mts., and the principal buildings are Burr Seminary and the Bennington County Court House. *Mt. Æolus* is 5 M. N. and *Stratton Mt.* lies to the S. E., near which is *Stratton Gap,* a romantic pass which has been reproduced in one of Durand's best paintings. A road has been constructed to the summit of **Mt. Equinox,** which is 3,706 ft. above the sea. From this peak a view is gained, which includes Greylock, chief of the Berkshire Hills, on the S., and the remote Catskills on the S. W. On the S. W. is Saratoga, with parts of the Hudson Valley running N. to Lakes George and Champlain, long reaches of which are visible. Mt. Æolus, Killington and Shrewsbury Peaks loom up in the N.; Ascutney is in the N. W., and far beyond Stratton Mt. (S. of E.) is the dim blue cone of Monadnock. Skinner Hollow is a deep amphitheatrical gulf on the S. of Equinox Mt., which has a profound cave. *Equinox* is a corruption of the Indian name, *Ekwanok.* The Battenkill was the Indian *Ondawa.*

The first meeting of the Vermont Council of Safety took place at Manchester, July 15, 1777, and ordered the assembly of the militia to meet Burgoyne, who was marching on Albany. 1,400 men gathered here under Stark and Warner, and encamped until the Hessians advanced on Bennington, when they marched down and beat them. (Among the best New England historical romances are "The Green Mountain Boys" and "The Rangers," by Hon. D. P. Thompson. Their scenes are laid in this part of the State during the Revolutionary era.)

Stages run E. to the mountain-towns of *Peru* and *Landgrove;* and N. W. to Dorset, the Ruperts and Pawlet (see page 188).

Station, **Arlington** (*Arlington Hotel,* $9 to $12 a week), in a fine trout-fishing country, near West and Red Mountains, and several grottoes.

7 M. N. of Arlington is *Sandgate Notch*, a remarkable passage through the solid rock, 30 ft. high, 800 ft. long, and less than 12 ft. wide. This pass is used by a highway. Stages run from Arlington to Sandgate.

Stations, *Shaftsbury*, *S. Shaftsbury*, *N. Bennington*, and **Bennington** (*Putnam House*; *Walloomsac*), the chief Vermont manufacturing town, with 8,000 inhabitants, the county buildings, 3 banks, 2 newspapers, several churches, and five graded schools. Here are made knit undercloth-ing, stockings, woolens, and knitting machines. A railway runs 8 M. N. E. to *Glastenbury*, and to the summer hotels and cottages at *Camp Comfort*, in the Green Mts.

The Bennington of Revolutionary fame is a quiet upland hamlet 1 M. distant, with the *Vermont Soldiers' Home*, and a fountain 196 ft. high (the highest in the world).

Here stood the old *Catamount Tavern* (burned in 1871), whose sign was a stuffed wild-cat on a pole, grinning fiercely towards New York. The Vermont Council of Safety used to meet here and make plans to defend the State against the claims of New York and the armies of the king. Ethan Allen's house adjoined the tavern.

The Bennington Monument built in 1887–91, on State-Arms Hill, is the noblest of American battle-monuments. It is an obelisk of rock-faced gray-blue dolomite, 302 ft. high, in graceful vertical curves, with bronze doors, and a spacious observation hall 200 ft. high (reached by iron stairs), overlooking a vast area.

Mount Anthony is 2 M. by foot-path from Bennington (4½ M. by road). From its summit a beautiful * view is afforded, including most of S. W. Vermont, Mts. Equinox and Æolus, Greylock in Berkshire, the broad Walloomsack Valley, several prominent Adirondack peaks, the Kayaderosseras Mts., the Helderberg range, and the remote crests of the Catskills.

Bennington was settled in 1761 by Mass. people, and was named in honor of Benning Wentworth, Governor of N. H. For 60 years it was the most populous place in Vermont, of which it now is the fifth town. Soon after its settlement the territory now occupied by Vermont was transferred, by royal edict, from the jurisdiction of New Hampshire to that of New York. The titles of the settlers to their lands were rendered null and void, and it became evident that they must either repurchase, abandon, or defend them against New York and the king. The sturdy pioneers determined on the latter course, and their well-organized resistance left the territory in a state of anarchy until the outbreak of the Revolution. The headquarters of the anti-New-York party was at Bennington. Here, in 1777, was established a depot of military supplies. Fort Ticonderoga was taken by an expedition from this place (1775), and when Burgoyne's royal army was marching on Albany, he sent Col. Baume with the Brunswick Dragoons and a motley swarm of Canadians, Tories, and Indians, to capture Bennington. This force (about 600 men) met Lieut.-Col. Gregg and 200 Vermonters, and drove them back until Gen. Stark's brigade moved up from Bennington (5 M. distant). Baume now halted and threw up entrenchments on a commanding hill, and Stark encamped near by. After two days' skirmishing, Stark was joined by a regiment from Berkshire, which, with the 3 N. H. regiments and Herrick's Rangers, gave him a force of 1,800 men. On the day before the battle, Parson Allen, of Berkshire, said to Stark, "General, the people have been too often called out to no purpose. If you don't give them a chance to fight now, they 'll never turn out again." "You would n't turn out now while it 's dark and rainy, would you?"

said Stark. "Well, no, not just now," answered the Parson. "Well," answered Stark, "if the Lord should once more give us sunshine, if I don't give you fighting enough, I'll never ask you to turn out again." On the morning of Aug. 16, 1777, the American militia were drawn out, and three detachments were sent to attack the Hessian right, and right and left rear. "See there, men! there are the red-coats. Before night they are ours, or Molly Stark will be a widow," cried Stark, as he led his men to the attack. The Indians fled between the converging columns, and the Tories soon gave way, but the German soldiers fought with their swords when their ammunition had given out, and only surrendered when enveloped by superior numbers. The action lasted for two hours, "like one continued clap of thunder," and scarcely had the victors begun to rest when Col. Breyman came near the field with a large reinforcement for Baume. Fortunately Warner's Vermont regiment had just arrived on the field, and the valiant Warner (who had been among the foremost in the battle) led them against the enemy. The other *corps* were soon hurried to their support, and Breyman retreated at sunset. 237 of the enemy were killed and wounded, 700 were made prisoners, and 4 cannon were taken. The Americans lost about 200 (or, according to Stark's report, 70 killed and wounded). The 16th of August has been observed as a holiday at Bennington ever since the battle.

From Bennington to New York, the trains run in 9–12 hours, by Lebanon Springs (see Route 23), Chatham Four Corners, Croton Falls, and White Plains. Trains to Albany in 4½–6 hours.

28. Rutland to Albany.

Via the Rensselaer and Saratoga R. R. in 101 M.

Stations, *Centre Rutland* (near which the river is crossed at Gookin's Falls), and *W. Rutland*, with its great marble-works. Stages run hence to Clarendon Springs (see page 182) in 4 M.; fare, 75 c. Station, **Castleton** (*Bomoseen House*), a pretty village on a plain near Castleton River, which has a State Normal School and five churches. There are marble and slate quarries in this vicinity, also works for preparing marbleized slate, an excellent imitation of marble. 100 men are engaged here in making white soapstone slate-pencils, 300,000,000 of which are made yearly. At W. Castleton, 1,000 billiard beds and 2,000 mantels of slate are made yearly.

Excursions may be made from Castleton to *Lake Bomoseen*, 4 M. N. W. This Lake is 8 M. long and 1–2½ M. wide, and is lined on its W. shore with marble-mills and slate-quarries.

7 M. N. of Castleton is *Hubbardton*, where, near the Baptist church, is an obelisk near a flagstaff, which marks the battle-field of July 7, 1777. As soon as the British knew that St. Clair had evacuated Ticonderoga, Gen. Frazer was sent in pursuit of him with a small force of light infantry. The American rear-guard was composed of 3 thin regiments, one of which retreated as soon as the action commenced. Frazer attacked the regiments of Warner and Francis with 700 men. The numbers were about equal, and the fight was long and desperate. At last the Baron Riedesel arrived on the field with his Brunswickers, and the American lines were broken. They lost 324 men, including Col. Francis, who fell at the head of his regiment, while the British loss was 183. The bones of the slain bleached on the battle-field in the deserted town for 7 years, when they were buried near the site of the monument.

Rutland and Washington Line.

Poultney (*Poultney House; Beaman's*) is 7 M. S. of Castleton, on the Rutland and Washington Railroad. The line passes through a region

abounding in slate-quarries. Poultney is a handsome village, where Horace Greeley learned the printer's trade and Jared Sparks mastered the carpenter's trade. Here also George Jones, of the N. Y. *Times*, was born. The fine old building of the Ripley Female College is situated in pleasant grounds, and is now used by the Troy Conference Academy (Methodist), for both sexes. Among the principal points frequented by visitors are the Gorge, the Bowl, Carter's Falls, and Lake Bomoseen. **Lake St. Catherine** (name from an old Jesuit mission here) is a lovely sheet of water, 6 M. by 1½ M., surrounded by high hills and mountains. 3 M. from Poultney, at its head, is the *Lake-View House*, in a fine pine grove, and commanding a view clear down the lake. The *Lake St. Catherine House* is at the foot of the lake, on a pleasant promontory, near the Haystack, Moosehorn, and St. Catherine Mts. and 5½ M. from Granville station.

Middletown Springs are 8 M. S. E. of Poultney (stages daily, 75 c.). These springs are mainly impregnated with iron, and have become a popular resort. The Montvert Hotel accommodates 100 guests; $2.50 a day, $10 a week. The Valley House is a smaller hotel in the vicinity.

Beyond Poultney the Rutland and Washington Division runs along the border to Eagle Bridge and Troy, 68 M. from Poultney, stopping at the Vermont stations of Pawlet and Rupert. **Pawlet** (*Crescent-Valley House*, 100 guests) is 5 M. by stage from the *W. Pawlet* station and 5 M. from Lake St. Catherine.

Beyond Castleton the next main line station is at *Hydeville* (Russell House), at the foot of Lake Bomoseen. Station, **Fairhaven** (*Park View House*), with a neat oval park, from which the streets radiate. Vast amounts of slate for roofing and other purposes are quarried in this town.

Daily stages run N. to the farming towns of *Westhaven* and *Benson* (10 M.), on the shore of Lake Champlain. Beyond Fairhaven the line reaches **Whitehall** (N. Y.), whence the Railroad starts for Ticonderoga, Burlington, and Rouse's Point. For a description of the lake, and of the railroad from Albany to Whitehall, see Route 53.

29. Boston to Lowell, Concord, and Montreal.

By the Boston & Maine (S. Div.), Northern, and Central Vermont Railroads. (The other routes from Boston to Montreal are by Fitchburg and Rutland, 344 M.; by Portland and the Grand Trunk Railway, 405 M.: by N. Conway and the Maine Central route; and by the Boston & Montreal Air Line, over the Passumpsic and Canadian Pacific Railways, 340 M.)

By the Lowell route, Pullman and passenger cars run through to Montreal, without change, in 11 hours. Through express trains usually leave the Boston and Lowell depot, in Boston, at 8.30 o'clock A. M., and 7 P. M., arriving in Montreal, respectively, at about 8 o'clock in the evening, and 7.35 in the morning. The line passes through the populous cities of Lowell, Nashua, Manchester, and Concord, and then runs N. W. through the pleasing rural scenery of New Hampshire and Vermont.

The train leaves the superb Lowell Depot, in Boston, and crosses Charles River, with Charlestown resting on hills to the r. Over *College Hill* is **Tufts College**, a famous Universalist school (founded, 1852), with 18

instructors and 150 students, a library of 20,000 volumes, and the Goddard Chapel, a low blue-stone edifice, with memorial stained windows, and "the only true Lombardic tower in America." **The Middlesex Fells,** an uninhabited tract of far-viewing stony hills, cliffs, gorges, ravines, and tarns, "of wonderful picturesqueness and wild and rugged beauty," cover the N. part of Medford, and are crossed by ancient grassy cartways and dim paths. Spot Pond (see below) is its centre, over which rises *Bear Hill*, whose steep N. face is Cheese Rock, so named by Gov. Winthrop.

Pine Hill and Taylor Mt. are in the Western Fell, S. E. of Winchester. The *Malden Cascade* (100 ft. high) is near the Lynde mansion (built in 1640). The Fells may be entered from Melrose or Stoneham; or by Summer St., from Malden; or by Forest St., from Medford. The nearest way is by the Boston and Maine R. R. to Stoneham Centre, whence horse-cars to Marble St., near Cheese Rock. The tract covers six square miles, "The White Mts. in miniature," and may become a State park.

The railroad passes along Mystic Pond, near which lived Nanepashemet, "the Moon-God," an early sachem of the Mass. Indians. He was killed in battle, about 1619, and buried in his fortress here. **Winchester,** with its pretty villas, is in a town of 5,000 inhabitants, with manufactures (chiefly of leather) reaching over $2,000,000 a year. A branch line leads thence to **Woburn** (*Central House*), a city of 14,000 inhabitants, with annual manufactures of $6,000,000 (leather, shoes, glue, &c.), a fine soldiers' monument, a very handsome library, and 7 churches. From *E. Woburn* a branch runs 1 M. E. to **Stoneham** (*Central House*), with 6,000 inhabitants, and $2,500,000 worth of manufactures (shoes and leather) annually. On the S. is the romantic **Spot Pond,** surrounded by hills, and 143 ft. above the sea, studded with islands, and covering 283 acres. It was found and named by Gov. Winthrop, in 1632.

Stations, *N. Woburn, Wilmington, Billerica.* The latter station is in an extensive farming town. *Tewksbury,* 2 M. N. of the station, is the seat of a large institution for the State's paupers. Shortly after leaving N. Billerica the line crosses the Concord River and enters Lowell.

Lowell.

Hotels. — The Merrimac, American, and St. Charles Houses are the chief hotels.

Pawtucket Falls was a favorite fishing-place of the Indians until their extinction, and was often visited by Eliot and Gookin. In 1826 a town was set off here, and named Lowell, in honor of a Newburyport gentleman who introduced the cotton-manufacture into the United States. The Pawtucket Canal extends from the head of the Falls to the Concord River below the city, and furnishes an immense water-power, having a fall of 33 ft. To obviate the trouble caused by an occasional decrease of water in the Merrimac River, a large dam has been built at the outlet of Lake Winnepesaukee (commenced in 1846). The Pawtucket Canal

was cut late in the last century, for purposes of navigation, but did not pay, and was bought in 1821 by Bostonians, who established a factory here. There were then 12 houses here, and in 1828 the population had risen to 3,532. The Merrimack Mills were started in 1823, and turn out 50,000,000 yards of cotton cloth yearly. Their chimney is 283 ft. high.

Beginning up-stream, the first line of factories belongs to the Lawrence Mills Co., while on the canal are the Tremont and Suffolk Mills. Below the Lawrence Mills are the immense **Merrimack Mills** and Print Works (foot of Prince St.), which are succeeded along the river-front by the Boott and the Massachusetts Mills. The Middlesex, Prescott, Appleton, Hamilton, and Lowell Carpet Mills are on the canal, S. of Merrimack St.

In 1884 there were in Lowell 170 factory-buildings, with a capital of $18,000,000, running 900,000 spindles and 24,000 looms, and employing 13,000 women and 14,000 men. They use annually 105,000 tons of coal, 15,000 bushels of charcoal, 133,000 gallons of oil, 1,800 tons of starch, 38,000 tons of cotton, and 8,000 tons of wool. They produce annually 240,000,000 yards of cotton cloth, 10,000,000 yards of woollens, 3,500,000 yards of carpeting, 120,000 shawls, 16,500,000 pairs of hose; and 100,000,000 yards of cloth are dyed and printed. There are, also, manufactories of cassimeres, patent-medicines, cartridges, flannels, wire-goods, bolts, and the only bunting-factories in the country. 316 engines furnish 27,700 horse-power, and 23,000 horse-power is derived from the canals. The city water-works (finished in 1872) cost $1,820,569. The City Library has 35,000 volumes, and the Mechanics' Library has 14,000.

The railroads which converge at Lowell are the Boston and Lowell, Lowell and Nashua, Stony Brook, Lowell and Lawrence, Framingham and Lowell, and Lowell and Andover. Horse-railroads traverse the city streets, enabling visitors to reach the chief points of interest with ease and comparative comfort.

When the factory system was first inaugurated, the operatives were mostly Americans, but now the mills are worked almost entirely by Irish, Nova Scotians, and French Canadians. So, with the 27,000 operatives, mostly foreign, Lowell possesses but little of the aspect of a New England city. The French have a large church (Catholic). The great Church of the Immaculate Conception is in Belvidere, near the hospital of St. John. The city has 78,000 inhabitants, with 31 churches, 91 schools, about 9,000 dwelling-houses, 10 lodges of Masons, and 4 of Odd Fellows.

Merrimack St. is the main thoroughfare of the city, and contains long lines of shops. On this street is the Post-Office, City Hall, and a venerable-looking Episcopal Church and rectory. On S. Common is the Eliot Church, also the buildings of Middlesex County (which was organized in 1643, together with Essex, Suffolk, and Norfolk Counties). On Merrimack St. is the City Library; and the Y. M. Christian Association has pleasant reading-rooms, corner of Merrimack and Central Sts.

Lowell has been visited by Presidents Jackson, Tyler, Polk, Pierce, and Grant. Sir Charles Lyell came here, also Charles Dickens, who devoted a chapter (IV., American Notes) to it, and Fredrika Bremer, who speaks of the "glorious view from Drewcroft's Hill on a cold winter evening, of the manufactories of Lowell lying below in a half-circle, glittering with a thousand lights, like a magic castle on the snow-covered earth."

By going to the upper end of Merrimac St., and turning to the l., one comes to the bridge over the Merrimac, from which a view of Pawtucket

Falls and the canal entrance may be gained. On a little enrailed green on Merrimac St. the city has erected a monument to two of her young men, Ladd and Whitney, who belonged to the 6th Mass. Militia Reg., and were killed during the murderous attack on that corps by the roughs of Baltimore, April 19, 1861. Near this monument is a * bronze statue of Victory, by the celebrated German sculptor, Rauch, which has been erected as a memorial to the men of Lowell who fell in fighting against the Rebellion.

After leaving Lowell, the line follows the Merrimac River to Concord. A seat on the r. is preferable. Stations, *Middlesex,* and *N. Chelmsford.* Middlesex is at the N. end of the old Middlesex Canal, running from this point to Boston, 27 M. It was completed in 1808, at a cost of $ 528,000, and had 20 locks in a fall of 136 ft., but since the era of railroads began, it has been neglected, and is not used. At *N. Chelmsford* the Stony Brook Railroad comes in from Ayer Junction. The line soon regains the banks of the Merrimac near Wicassic Falls, and stops at *Tyngsboro',* soon after which it crosses the State line and enters New Hampshire. A short distance above Tyngsboro', across the Merrimac, is Woodlawn Park, with its large hotel, pine groves, mineral spring, etc. ($9–18 a week).

The next station is **Nashua** (*Laton House; Tremont*).

The town of Dunstable (in which Nashua was included) was settled before King Philip's War, and was bravely defended through that and the succeeding conflicts. So late as 1803, the present site of the city was a sandy plain covered with pine-trees. The Nashua Manufacturing Co. was chartered in 1823, and factories were erected along the canals, while the new village grew in importance, until in 1853 it became a city.

Nashua is a pleasant city (20,000 inhabitants), situated on hilly ground at the confluence of the Merrimac and Nashua Rivers. It has 11 churches, 6 bodies of Masons, 3 of Odd Fellows, and 2 daily and 3 weekly newspapers. The streets are broad and well-lighted, and lined with trees, while some of the churches and private residences are of pleasing appearance. "By the wondrous alchemy of skill and enterprise, out of the waters of the Nashua and the sands of this pine plain, from some half a dozen dwellings have been raised up these thronged and beautiful villages."

The water-power is taken from Mine Falls on the Nashua River, from which a canal has been cut 3 M. long, 60 ft. wide, and 8 ft. deep, with a head and fall of 36 ft. The Nashua Manufacturing Co. and other cotton mills have over 2,000 operatives. 110 men are engaged in making cards and glazed paper; 150 men make locks; 75 make fans; 40 make suspenders; 70 are engaged on soapstone work; and 160 make shuttles and bobbins.

The Vale Mills consume 500 bales of cotton; and the immense Nashua Iron Works consume 3,000 tons of iron, 800 tons of steel, and 4,000 tons of coal each year. Besides the goods already mentioned, Nashua produces yearly 30,000 yards of ingrain carpets.

Nashua is the terminus of the Boston, Lowell & Nashua, Concord, Wilton Branch, Nashua, Acton & Boston, Nashua & Rochester, and Wor. & Nashua R. Rs.

Nashua to Wilton.

From the latter station the Wilton Branch R. R. runs 16 M. N. W. to **Wilton.** This line passes through a pleasant and retired hill-country, much frequented by city people in summer.

Stations, *S. Merrimac* and *Amherst.* The main village of Amherst town is some distance N. of the station, and the popular Amherst Spring (good hotel) is about 3 M. from the station (stages to the village and springs). The village is on a high plain, ½ M. square, and abounds in shade-trees.

This town was granted to Essex Co. veterans of the Narragansett War, and was named in 1760, in honor of Gen. Amherst, the commander in the Conquest of Canada. It sent 120 men to the Continental Army, although its population in 1775 was larger than in 1870. In a small farmhouse, 5 M. from Amherst village, Horace Greeley was born, Feb. 3, 1811. He learned the printer's trade in Poultney, Vt., between his 15th and 19th year, and soon after went to New York, where he started several papers (the *Morning Post, New-Yorker, Jeffersonian, Log-Cabin*). In 1841 he founded the *New York Tribune*, which became one of the most powerful and spirited of the New York newspapers, and advocated the abolition of slavery, the elevation of the laboring classes, and the protection (by tariff) of American manufactures. Mr. Greeley generally supported the measures of the Republican party from its origin until 1872 although favoring a more extended amnesty for the Southern States. In 1872 he joined the Liberal party, which seceded from the Republicans on account of dissatisfaction with President Grant's administration. He was nominated as candidate for the Presidency by the Liberal Convention at Cincinnati, and by the Democratic Convention at Baltimore. After a long and bitter campaign, Grant was re-elected, and soon after, worn out by toil, Mr. Greeley died near New York. He was eccentric in many of his ways, and loved a quiet, rural life, while his powerful and pungent editorials made him the leading journalist in America.

Station, *Milford*, a manufacturing village on the broad meadows of the Souhegan River. Stages run daily to *Mount Vernon*, with its "beautiful prospect of towns and villages in the Merrimac and Souhegan valleys. Sunrise in summer brings to view a vast expanse, including the beautiful villages of Massachusetts; while from the spire of the church can be seen the snow-white sails upon the distant ocean. The name is a fit emblem of the spot; for, clustering around this eminence, are numerous farms, in the mild seasons clad in the richest verdure." The McCollom Institute is an efficient academy at Mt. Vernon, which has also a desk-factory. The town is frequented by summer visitors. **Milford** has 3,000 inhabitants, 2 banks, a handsome town-hall, a public library, and 2 churches. 60 of its soldiers died in the Civil War. The town produces fruit and milk, and manufactures cotton cloth, yarn, etc.

Station, *Wilton* (**Everett** House), a manufacturing village in a glen on the Souhegan River. 2,000 gallons of milk, besides other dairy products, are sent to Boston daily from this town. This is a popular summer resort (2½ hours from Boston), being rich in hill-scenery and falling waters. Barnes' Cascade, Pack Monadnock Mt., and Lyndeborough are often visited. (See page 423).

Nashua to Concord. 35 M.

Stations (on the main line), *Thornton's Ferry, Merrimac, Reed's Ferry, Goff's Falls,* and *Manchester.*

Manchester.

Hotels. — Hotel Windsor, Manchester St., $2.50; Manchester House, Elm St.; City Hotel, Elm St.

This city was settled early in the last century by conflicting colonies of Scotch Presbyterians and Massachusetts Puritans. For 75 years from its settlement, Derryfield (as it was then called) had neither a minister nor a lawyer, nor did it send any of its youth to college. The large fisheries at the Falls attracted the settlers here.

In 1831 there were less than 100 residents here, but at that time the Amoskeag Manufacturing Co. bought the land E. of the falls, and laid the foundations of a great city, which numbers over 40,000 inhabitants, with a valuation of about $20,000,000.

Manchester (44,000 inhabitants) is the most populous city in New Hampshire, and is built on a broad plain near the Merrimac River. Elm Street is its principal thoroughfare, and is 100 ft. wide and over a mile long. Public squares, with ponds enclosed in their limits, have been laid out in different parts of the city, and among the churches may be noticed the Unitarian, on Beech St., the Catholic and the Episcopal on Lowell St., and the Convent and Church of St. Ann, on Merrimac St. The City Library contains about 20,000 volumes, and there are 2 daily and 4 weekly newspapers. The compact lines of tenement-houses, near the factories, were built for the operatives. The best streets are out of sight from the railroad, in the E. and N. of the city, and have many fine residences and public houses. A grand view is given from Shirley Hill, 6 M. out, and a summer-resort.

The water-power of Manchester is furnished by the Blodgett Canal, built in 1816 around the Amoskeag Falls on the Merrimac River. These Falls have a descent of 47 feet, with rapids above, and in high water they afford, even now, a grand sight. The Amoskeag, Stark, and Amory Mills, and the Manchester Print Works are located along the canal. The Amoskeag Co. has 12 mills, with 250,000 spindles, employing 7,000 hands; and 70,000 bales of cotton are consumed yearly in the factories of the city. Manchester has 30 churches, 60 schools (with 2,800 pupils), 5 banks and 6 savings-banks, and several halls. A fine opera-house was built in 1880.

The Manchester Mills employ 3,000 persons, and produce nearly 28,000,000 yards of cloth yearly; the Stark Mills employ 1,700 hands, 26,000,000 yards yearly; the Manchester Locomotive Works, 500 men, 200 locomotives yearly; hosiery mills, 140,000 dozen pair yearly; and there are manufactories of paper, castings, carriages, etc.

Lake Massabesic (*Massabesic House,* 100 guests, $2.50 a day, $10.00 a week) is 4 M. E. from the city, on the Candia road. The Portsmouth Railroad has a station near the hotel. The Lake is 4 M. long, and very irregular in outline, having 31 M. of shore, with some beaches of white sand, while numerous picturesque islets dot its surface. The Fairy Grotto and a curious sulphur cave (Devil's Den) are often visited.

There are scores of summer-cottages about the lake, and yachts and steamboats on the waters. The *Lake-View House* accommodates 50 visitors.

The Manchester and N. Weare R. R. runs N. W. 19 M., passing the stations, Bedford, Goffstown, Parker's, Oil Mills, Raymond, and E. Weare, to N. Weare, in a busy manufacturing town. The Concord and Portsmouth R. R. runs from Manchester to Portsmouth; and a railroad runs S. E. to Lawrence in 26 M.

After leaving Manchester, on the main line, the train passes Martin's Ferry, and stops at **Hooksett** (*Ayer House;*). Just before reaching the station, the Merrimac is crossed by a bridge 550 ft. long. This village is the seat of cotton factories and extensive brickyards (making 10,000,000 bricks a year), and derives considerable water-power from 16 ft. falls in the river. In the W. of the town is a lofty and ragged pile of rocks called *Pinnacle Mt.*, from whose summit a good view of the valley is gained. At its base is a deep, clear pond which has no visible outlet. This town is on the reservation given by Massachusetts to Passaconoway, the great Sachem of the Pennacooks. His son and successor, Wonnolancet, was converted by the apostle Eliot, and when King Philip's ardent eloquence had persuaded the Pennacooks to enter the anti-English Confederation, he resigned the sachemdom, and went to Canada with his family. Branch railroads diverge from Hooksett to Suncook and Concord, and to Allenstown and Pittsfield (see page 417). The main line passes along the W. bank of the Merrimac, through the ancient town of Bow, to

Concord.

Hotels. — * Eagle Hotel, opposite the State House, $3 a day; * Phenix Hotel, Main St., $3 a day; and several smaller hotels.

Libraries. — The State Library (13,000 volumes); the City Library (9,000 volumes), School St.; N. H. Historical Society (7,000 volumes), Main St.

Railroads. — To Boston, 75 M.; Portsmouth, 59 M.; Claremont, 54½ M.; White-River Junction, 69 M.; Hillsborough Bridge, 27 M.; Lancaster, 135 M.

Stages daily to Loudon Ridge, 15 M. N. E.; Hopkinton, 7½ M. W.; and *Dunbarton* (Prospect House), 10 M. S., a lofty summer-resort village, overlooking 37 towns.

The territory now covered by Concord was granted by Massachusetts in 1725, and occupied soon after, the Pennacook Indians giving way. It was named Rumford in 1733, and 8 years later was confirmed as a part of New Hampshire, to the great regret of the settlers, who petitioned the king to give the territory back to Mass. At the breaking out of war with France, seven timber forts were built, in which the 96 men of the town, with their families, lived in state of siege. Several of the townsmen were killed or captured. For many years a litigation was carried on between the proprietors of the town of Bow and the Rumfordites, the former claiming that the grant from Mass. under which Rumford was settled was illegal and void. The N. H. courts decided that the Mass. grant was valueless, and then the vexed colonists sent two commissioners with an appeal to the king. He decided in favor of the Rumford people, and by an order in council confirmed them in their rights. As late as 1772, negroes were bought and sold here, and bears and wolves were very troublesome to the farmers. The name Concord was adopted in 1765, and in 1816 the town was made the State capital.

Concord, the capital of the State of New Hampshire, is a handsome city of 17,000 inhabitants, situated on the W. side of the Merrimac River, equally distant from the ocean and from the Connecticut River. Main and State Streets run parallel with the river, and are broad and pleasant avenues. The abundance of shade-trees on these and the cross-streets

gives the city a pleasant embowered appearance. The **State Capitol** is a fine structure, fronting across a small park on Main St. It is built of Concord granite, and the projecting portico is sustained by eight pairs of coupled columns. The State Library is in a hall opening off the first lobby, which is richly decorated with the colors of the N. H. regiments in the Secession War. The halls of the Senate and House of Representatives are neat and commodious. The building is surmounted by a lofty and graceful dome, from which a pleasant view is obtained.

The *City Hall* and *Court House* is on Main St., N. of the Capitol, and is a neat brick building, surmounted by a round dome.

Concord has 3 banks and 4 savings-banks, a large mercantile trade, and a valuation of $14,500,000. There are 5 papers, and 12 churches. The water supply is from Penacook Lake, 3 M. N. W. The city has 4 bridges across the Merrimac. 7 M. of horse-railway run to W. Concord and Penacook. U. S. Government building on State St.

The *State Asylum for the Insane* has fine buildings in the W. part of the city. It was founded in 1842, since which it has treated over 3,500 patients. Its present capacity is 350 patients, and many are discharged yearly as cured. The *State Prison* is on Main St.

Benjamin Thompson, Count Rumford, born at Woburn, Mass., 1753, was long a resident of Concord (then called Rumford). At the time of the Revolution (being then a school-teacher at Rumford), he was unjustly suspected of disloyalty to the American cause, and was annoyed until he took refuge in the British lines. He became an under-secretary in Lord Germaine's cabinet at London, and afterwards raised the "King's American Dragoons" in New York, with which he surprised and dispersed Marion's men (1782). He was knighted by King George, and in 1784 became chamberlain and aid-de-camp to the Elector of Bavaria. Here he reorganized the army, suppressed beggary, made the Park at Munich, and kept the Electorate neutral during the Franco-Austrian War. He was made State councillor, lieut-gen., minister of war, count (taking the title from his old home), and head of the regency. He founded the Royal Institution at London, married the widow of Lavoisier, and became one of the leading scientists of Europe. He discovered that heat is only a mode of motion, and wrote extensively on light, heat, and other scientific subjects. He endowed a professorship in Harvard University, and passed the last 16 years of his life in scientific experiments. His daughter, the Countess of Rumford, lived in Concord until her death, in 1852. A fine bronze statue of the Count has been erected in one of the principal promenades of Munich (near the Hotel des Quatre Saisons).

Abbot, Downing, & Co.'s coach and express-wagon works at Concord are the largest in the world, and their wagons are sent to Japan, Australia, and California, besides being in high repute throughout the Atlantic States. Hill's harnesses (75 men in the works) are also sent to all parts of the world. The Prescott Melodeons have been made here since 1837, and a furniture company uses $1,000,000 worth of lumber yearly. At *Penacook* are large furniture-factories. Inexhaustible quarries of fine granite are worked on Rattlesnake Hill, 1 M. N. W.

St. Paul's School (Episcopal; 350 boys) has stately buildings, 2 M. W. ½ M. distant is a monument to soldiers slain here by Indians in 1746.

The **Birchdale-Springs Hotel**, 4½ M. out, is a large and modern summer-hotel, for 100 guests, with the Concord and Granite Springs (for dyspepsia, lung troubles, and diseases of the skin and blood), among beautiful groves, on high, dry, and sandy hills in a rich farming country. Noble views from *Echo Hill*.

A beautiful ante-colonial tradition of this locality is preserved by Whittier in "The Bridal of Pennacook," picturing the Merrimac valley centuries ago, when

"In their sheltered repose, looking out from the wood
The bark-builded wigwams of Pennacook stood,
There glided the corn-dance, the council-fire shone,
And against the red war-post the hatchet was thrown.

There the old smoked in silence their pipes, and the young
To the pike and the white-perch their baited lines flung;
There the boy shaped his arrow, and there the shy maid
Wove her many-hued baskets and bright wampum braid."

Concord and Claremont R. R., 56½ *M. Fare*, $2.

Passing the high-placed Penitentiary and the W.-Concord granite-quarries, and crossing the Contoocook, the train reaches *Contoocook*, whence a branch runs to *Henniker* (Noyes House), a beautiful old village; **Hillsborough** (*Valley House*), the birthplace of President Pierce; *Antrim* (Carter House); *Bennington* (Dodge Farm, in summer); *Hancock Junction*, crossing the Manchester and Keene R. R.; and Peterboro (see page 413). Beyond Contoocook is **Warner** (*Warner and Kearsarge-Mt. Hotel*, $6–10 a week), a pleasant summer-resort, with 2 churches, a large high-school, a bank, and a library. The streets are shaded with rock-maples, and are neat and quiet. A road runs thence 5 M. N. to Mt. Kearsarge. There are many pleasant drives in the vicinity, through a picturesque region.

Bradford (*Bradford House; Raymond*) is a charming village near the island-strewn Bradford Pond, much frequented by summer-visitors. Lovewell's and Sunapee Mts. are near; and Mt. Kearsarge is 10 M. N. E. Stages run 5 M. S. W. to the **Bradford Mineral Springs** (*Bradford-Springs Hotel*), 1 M. from E. Washington. They were used by the Indians; and in 1840 the Hermitage hotel was built here. The waters are beneficial in scrofula, and diseases of the kidneys, stomach, and skin. The hotel has recently been doubled in size. There is fine lake and mountain scenery in the vicinity. Stages run daily from Bradford to New London (13 M. N.). Between Bradford and Sunapee, the railroad traverses a cutting through 400 ft. of hard slag-like rock.

Sunapee Lake is a beautiful sheet of water, 9 M. long, and 1½–3 M. wide, in the midst of romantic scenery, and abounding in fish. A steamboat runs thrice daily from Newbury station, 8 M. to Blodgett's Landing, Great Island, Lake View, Liberty Island, Pine Cliff, **Sunapee Harbor** (*Runals House*, $5–9 a week), and George's Mills. The lake is surrounded by picturesque highlands, and has wooded shores and pretty islands. In its limpid waters dwell black bass, trout, salmon, pickerel, and perch. Summer-boarders visit Garnet Hill, Indian Cave, Newport (6 M.), Mt. Sunapee (3½ M.), and other points. Wm. C. Sturoc, a native of Arbroath, Scotland, who lives near the Harbor, is known as "The Bard of Sunapee." N. P. Rogers called this lake "the Loch Katrine of America." The *Lake-View House*, 4 M. from Newbury, has telegraph, billiards, and bowling ($7–10 a week). From the lake are seen Kearsarge, Cardigan, Croydon, and other stately peaks. Within ten years Sunapee has become a favorite summer-resort, with tents, cottages, and good hotels.

Station, *Newport* (Newport House; Phenix House), the shire-town of Sullivan Co., a pleasant village enwalled by hills, and situated on the Sugar River. Several small mountains are situated in this town, and there are romantic glens along the Sugar River and its branches. Sunapee Lake is 6 M. distant, and Croydon Mt., the highest summit in the county,

is 9 – 10 M. N. in the bleak and granite-strewn highland town of Croydon. Beyond Newport the line follows the impetuous Sugar River through its glens and gorges to **Claremont** (*Hotel Claremont; Sullivan House*). This town was settled in 1767 by Connecticut men, and was named for Lord Clive's summer mansion. There is much rich alluvial land in the town, and the valley is bounded by a great range of hills. Claremont village is at the rapids on Sugar River, where a fall of 150 ft. in less than a mile gives a great water-power. The Monadnock Mills, the Sugar River Paper Mills, the Claremont Manufacturing Co., the Sullivan Machine Co., and other corporations have their works here. Immense quantities of rags are consumed in the manufacture of paper.

Over 3,500,000 yards of cotton cloths, 70,000 yards of doeskins, 70,000 yards of flannels, are made here yearly. Claremont village has 6 churches and a fine high school, which was endowed by Paran Stevens, the American hotel-king. Flat Rock, Twist Back, and Bible Hill are visited by those who summer here, while from Green Mt. a fine view of the Conn. valley is enjoyed. Ascutney is 10 M. N.

2 M. from Claremont the railroad connects with the Central Vermont. Daily stages from Newport to Grantham, Croydon, Goshen, Washington, E. Unity, and Lempster; and from Claremont to Cornish Flat, Meriden, and Lebanon.

Concord to White-River Junction and Montreal.

The Montreal train passes at Concord and runs N. from Concord on the r. bank of the Merrimac. Just after passing the manufacturing village of *Fisherville,* at the confluence of the Merrimac and Contoocook Rivers, the train crosses a bridge to Duston's Island, and thence by another bridge to the shore. On this island Mrs. Duston, of Haverhill, killed her Indian captors and escaped. The line now runs along the broad intervales of *Boscawen* (two stations).

A monument was erected here in 1874, consisting of a massive granite pedestal, on which is a statue of the heroine (7½ ft. high), with a tomahawk in one hand and a bunch of scalps in the other. **Fisherville** (*Pennacook House*) has 4 churches, an academy, library, bank, and 300 houses, and manufactures yearly $1,300,000 worth of cotton and woollen goods, flour, lumber, etc., by the water-power of the Contoocook River. **Boscawen Plain** (*Ambrose Hotel*) is a venerable old hamlet on the Merrimac, with a broad, straight, and shady street. The town contains 1,637 inhabitants. Stages run W. to the lofty hamlet of *Webster,* on Courser Hill. Boscawen was the birthplace of C. G. Greene, founder of the "Boston Post"; Senator W. P. Fessenden, and Gen. John A. Dix.

Stations, *Webster Place* and *Franklin* (Webster House; Franklin House). 2 M. S. W. of Franklin village Daniel Webster was born, in 1782. The family moved to a new home near Webster Place, and he afterwards bought this latter estate, and used to retire there to rest. Franklin village is near the confluence of the Winnepesaukee and Pemigewasset Rivers, which form the Merrimac. It is a thriving mechanical village of 3,000 inhabitants, with 4 churches, a paper, library, academy, and bank, and manufactories of paper, flannels, socks, needles, etc.

A branch runs from Franklin up the Pemigewasset valley 13 M., passing Hill Village (*Ladd's Hotel*), with Periwig Mt. on the l., to **Bristol** (*Bristol House*), a pretty village at the confluence of the Newfound and Pemigewasset. 2 M. N. is the beautiful **Newfound Lake**, 7 M. long and 3 M. wide. Sugar-Loaf Mt. is on the W. shore, and Crosby Mt. is on the E. A daily stage runs from Bristol, on a road which gives frequent glimpses of the lake, to *Hebron* (Union House), near its N. end. The *Lake-View House* is 5 M. from Bristol (150 guests; $5–10 a week).

After leaving Franklin, the main line passes Webster Pond and the bleak and precipitous range of Ragged Mt. on the r., and stops at the quiet little village of *E. Andover* (Lake House), near its long, bright lake. **Andover** (*Proctor House*, billiards, steam-heat, livery-stable, etc.), is surrounded by noble scenery. The next station is *Potter Place* (Kearsarge House), named for the magician Potter. Stages run from this station to **Mount Kearsarge** (4 M. S.), an isolated peak, with a rocky summit 2,461 ft. above the sea. It affords a noble * view in a clear day, including, on the W., Sunapee and Lovewell's Mt., and the blue Sunapee Lake, and Croydon and Ascutney, with the vast range of the Green Mts. closing the horizon behind them. In the N. is Cardigan Mt., with the Pemigewasset Mts. in the distance, and swinging around to the r. are the Franconia and the White Mts., with Lake Winnepesaukee in the N. E. In the nearer E. is the thronged and prosperous valley of the Merrimac, while countless villages dot the landscape on every side. Far up on the sloping side of the Mt. is the Winslow House, a far-viewing summer-hotel.

The splendid and commanding granite peaks of **Mt. Cardigan** are to the N., in Alexandria (daily stages from Bristol, in 4 M.). Stages run 9½ M. S. W. from Potter Place, through Wilmot Flat, to **New London** (*Highland House*), the seat of the famous New-London Literary and Scientific Institution.

Stations, *W. Andover*, *S. Danbury*, and *Grafton* (Grafton House). Grafton is S. of Cardigan Mt., and at Glass Hill great quantities of mica are mined. The Pinnacle, on this hill, has a sharp precipice 150 ft. high on its N. side. Beyond *Grafton Centre* the line passes Isinglass Mt. and Tewksbury Pond on the l., and stops at **Canaan** (*Jerusalem-Spring House*, $8–14 a week). In 43 M. between Concord and Grafton the railway has ascended over 800 ft. It now takes a slight down grade, following the valley of the Mascomy to the Conn. River. The pretty village of *Canaan Street* lies on the shore of Heart Pond.

The *Pinnacle House* (25 guests), *Cardigan House*, and *Crystal-Lake House* are near Canaan, amid choice scenery. There are several summer boarding-houses in Enfield, and the steamer *Helena* runs on Mascomy Lake. Lebanon has the *Chiron-Spring House* (40 guests) at the foot of Chiron Mt., and several farm boarding-houses (A. P. Howe, A. B. Smith, etc.). *Southworth's Hotel* is at W. Lebanon.

The line now enters Enfield, and skirts *Mascomy Lake* (or Enfield Pond), a beautiful sheet of water 4 M. long, on whose S. W. shore is a community of Shakers. These industrious people furnish much fine wool

to the market, also wooden-ware and garden seeds. In this town are the Granite State and Mount Calm Hotels, with some quiet and romantic scenery around Crystal Lake and Mount Calm.

Stations, *E. Lebanon* and *Lebanon* (Sayre Hotel), a manufacturing village on an elevated plain near the Falls on the Mascomy (Nov-Anglicé for the Indian Mascoma). Elastic sponge, scythes, flour, and machines are made here. Station, *W. Lebanon* (small hotel), the seat of Tilden Seminary, whose fine buildings are seen on a commanding hill to the l. The line now crosses the *Connecticut River* on an open bridge, affording good views up and down stream, and stops at **White River Junction** (*Junction House*, good). This is an important point in the northern railway systems, the roads which converge here being the Northern (N. H.) R. R., the southern and central divisions of the Central Vermont R. R., and the Connecticut & Passumpsic and Massawippi Valley R. R. By the nearest routes this Junction is distant from Boston 142 M.; from New York, 260 M.; from Concord, 69 M.; from Springfield, 124 M.; from Burlington, Vt., 104 M.; from Montreal, 184 M.

There is a restaurant in the station. The train passes on to the Central Vermont Railroad, which passes over the Green Mts. The picturesque White River is followed for 25 M. The Woodstock Railroad runs from White-River Junction, 14 M. S. W. up the picturesque Otta Quechee River, crossing the profound Otta Quechee Gulf, to **Woodstock** the shire town of Windsor Co., a beautiful rural hamlet with an elm-adorned park in the deep valley of the Otta Quechee. From Mt. Tom (near the village) a pleasing view is obtained down the long valley of the river. The village has 1,200 inhabitants, 6 churches, two weekly journals, a bank, and a large country trade, besides some manufactures. The Norman-Williams library, on the Park, is a handsome T-shaped round-arched building of red limestone and marble, dedicated in 1885, with memorial bronze, paintings, terra-cotta, and open timber roof. It is 100 ft. long.

The *Woodstock Inn* ($3-4 a day) is a splendid new resort-hotel, with 100 rooms. Note also the noble Billings estate, and the glorious view from Garvin Mountain.

George P. Marsh, U. S. Minister to Turkey, 1849–53, and to Italy, 1861–73, was born here in 1801. He is distinguished as a philologist, in connection with the Norse language. Hiram Powers was born here in 1805. He was a farmer's son, and after many vicissitudes he learned the art of modelling in plaster, and opened a studio in Florence about 1837. Since then he has executed some of the finest sculptures of modern times. His "Eve" was highly commended by Thorwaldsen, and the "Greek Slave" was a noble work, of which copies have been multiplied. "Il Penseroso," "California," "America," "Proserpine," and numerous other renowned works, including portrait-statues, have given him the highest rank among sculptors.

Near Hartford station the line crosses the crystal-clear river, and passes through the pretty scenery about W. Hartford to **Sharon** (Manley's Hotel). The village is seen high up on the opposite shore. *Strafford* (Hazeltine House) and *S. Strafford* (Barrett House) are 6 to 8 M. from Sharon by daily stages.

In 1805, Joseph Smith, the founder of Mormonism, was born at Sharon. In 1830 he published (at Palmyra, N. Y.) the Book of Mormon, which he claimed to have translated from metallic plates found by him while under the guidance of angels. He went West with his converts, and founded Nauvoo, in Illinois, where he exercised despotic authority until 1844, when the wrath of the "Gentiles" in the neighboring towns was aroused by his unjust acts. He was imprisoned at Carthage, and soon after the jail was stormed by a mob, and he was killed. Brigham Young succeeded him as "President of the Church," and still maintains the title. (Rev. Solomon Spalding, of Conn., wrote a romance, "The Manuscript Found" (in 1809). He allowed Sidney Rigdon and others to read his MS., which was soon after stolen from his widow, and those who had read the romance afterward declared that the Mormon Bible was but a corrupt version of it. Rigdon became a prominent Mormon).

Station, *S. Royalton* (S. Royalton House, good), with the station on one side of its main square, on which front the hotel, church, and stores. The river is now crossed by a bridge 600 ft. long, and the train stops at *Royalton*, where occurred, in October, 1780, the last Indian attack on New England. The attack was made by 210 Indians, who plundered and burnt the village (and also Sharon), killing and capturing 27 of its people.

Daily stages N. to *Chelsea* (Orange Co. House), the shire-town of Orange County, passing through Tunbridge (13 M.). Also N. W. through E. Bethel and E. Randolph, to E. Brookfield (16 M.). The Chelsea stages run from S. Royalton.

Station, **Bethel** (*Bascom House*), a busy manufacturing village, in a glen among high hills. Daily stages to Barnard (Silver Lake House), 8 M. distant, and to *Woodstock*. Also to Stockbridge (10 M.), Pittsfield (13 M.), Rochester (17 M.), and Hancock, four thinly populated towns (with small inns), under the shadow of the Green Mts.

Station, **Randolph** (*Red-Lion Inn; Valley Farm*), a busy village on the third branch of White River, which the railroad follows from Bethel to Roxbury. Stages run to *Brookfield* and *Randolph Centre* (3 M. N. E.). The country now grows wilder and more thinly inhabited. Station, *Braintree*, a rude village surrounded by rugged hills. To the W. is *Granville*, with a road crossing the mountain-pass, 2,340 ft. above the sea. At *Roxbury* station (Summit House), the train reaches the summit of the pass, 1,000 ft. above the sea. Near the village are inexhaustible quarries of the best verd-antique marble. Crossing a bridge 400 ft. long and 70 ft. high, the train passes on to *Northfield* (Northfield House), in a populous town which has several quarries of dark blue slate. Norwich University is situated here, in large buildings on a hill to the r. of the track.

10 M. from Northfield is *Montpelier Junction*, whence a short branch road diverges to **Montpelier** (**Pavilion Hotel*, opposite the station, $3 a day, $10 to $15 a week; and many boarding-houses). Montpelier, the capital of the State of Vermont, is a beautiful village of about 4,000 inhabitants. It is situated on a plain near the Winooski River, and surrounded by a highly cultivated hill-country. 10 M. to the S. W. is the

geographical centre of the State. The village is compactly built, and has 3 banks, 3 insurance cos. (the Vt. Mutual has $ 41,000,000 of risks), 5 weekly newspapers, and 6 churches, one of which is a noble piece of architecture. There are several flour-mills, lumber-mills, and tanneries, besides which the village has an extensive country trade. The * **State House** is a noble edifice of light-colored granite, on the site of the old State House, which was burnt in 1857. It stands on a slight eminence approached from a verdant Common by granite steps in terraces. The portico is supported by six massive fluted Doric columns, and under it stands a fine statue in Vermont marble of Vermont's hero, Ethan Allen. It was executed by Larkin G. Mead, of Brattleboro' (now living in Italy).

Ethan Allen was born at Litchfield, Conn., in 1737. He moved to Vermont in 1766, and was outlawed by New York for his bold and defiant action in the border feuds. In 1775 he took Fort Ticonderoga from the British. Later in the year he attacked Montreal with 110 men, and was captured, with his whole command. He was confined in Pendennis Castle, in England, for a short time, but was exchanged in 1778, and took command of the Vermont militia. A royal decree of 1764 had constituted the Connecticut River the E. boundary of New York (N. of Mass.), and Mass. and N. H. also claimed parts of its territory. But a convention at Westminster, in 1777, declared Vermont a free State. The Continental Congress would not ratify this voice of the people, and all its troops were withdrawn from the territory. Vermont, thus left alone, was unable to resist attacks from the British in the N., and Allen skilfully conducted feigned negotiations with the royal generals, looking towards annexation to Canada, and securing neutrality for his State. It was only in 1791, after 26 years of controversy, that Vermont was admitted into the Union, — to offset Kentucky. After an eventful life, Ethan Allen died at Burlington in 1789.

Under the portico of the State House are kept two cannon taken from Breyman's Hessians at the battle of Bennington (1777), after a desperate struggle. The British got them back when Gen. Hull surrendered the Army of the N. W. at Detroit (August, 1812), and they were again taken by the Americans during the Canada campaign. They were sent to Washington, and afterwards were presented by Congress to the State of Vermont. The main building of the State House is 72 ft. long, and each of the wings is 52 ft., making a total length of 176 ft. The dome is 124 ft. high, and is surmounted by a graceful statue of Ceres, the goddess of agriculture. The marble-paved lower floor is devoted to committee-rooms, and a small collection of historical and mineral curiosities. In large niches at the ends of the neat lobby on the second floor are preserved the battle-flags and pennons of the Vermont regiments in the Secession War. What with storm, forest-march, and many battles, these veteran standards have lost their pristine brightness and wholeness, and with the names of the battles in which they were borne written on them in golden letters, they are carefully kept behind plate-glass. The gallery of the Senate is entered from the third floor. The halls of the Senate and House are well worth visiting, being graceful in form and well ornamented. Four substantial bridges cross the Winooski River in

Montpelier, and the country about the village affords many pleasant objective points.

The State Library (built in 1886), just W. of the State House, has the Supreme Court room on its first floor, and above is the library (24,000 volumes), and also the Historical Room, with the great painting of the First Vermont Brigade at the battle of Cedar Creek.

The Montpelier & Wells-River Railroad runs E. to *Plainfield* (Plainfield House), whence stages run to E. Calais, Woodbury, and Hardwick; *Marshfield*, with stages to Cabot, 6 M.; *Groton Pond*, *Groton*, and *Wells River* (see page 168).

A railroad also runs S. E. to *Williamstown*, passing **Barre** (*Hotel Barre*), where 1200 men work in the granite-quarries. Stages from Barre to *Washington* (Lake House). *Stages* from Montpelier to Worcester and Calais, and to Berlin.

Beyond Montpelier Junction the main line passes on to *Middlesex* (Washington House), near which (on the l.) the Winooski River passes through the Middlesex Narrows, a cutting in the rock, 30 ft. deep, 60 ft. wide, and 1,300 ft. long, which has been worn by the action of the water. Stages run S. to *Moretown* (7 M.), *Waitsfield* (12 M.). Beyond Middlesex the train reaches **Waterbury** (* Waterbury House), a highland town abounding in pleasant rambles and rides, with frequent glimpses of Camel's Hump (in the S. W.). *Camel's Hump Mt.* is 8 M. distant, and *Bolton Falls* are but 3 M. to the N. W., and both are approached by good roads. 10 M. N. E. of Waterbury (daily stage), is the rich farming town of **Stowe,** with a score of small summer boarding-houses, charging $5 to $7 a week each. Stowe is charmingly situated in a quiet valley in full sight of lofty mountains, and when filled with summer guests it presents a lively appearance. "Stowe is unrivalled in the beauty, picturesqueness, and luxuriant magnificence of its mountain scenery." From Sunset Hill, near the hotel, a fine view of the village is obtained, and also of Mt. Mansfield and Camel's Hump. 4 M. N. E. of Stowe, on the slope of Worcester Mt., are the *Moss Glen Falls*, in a narrow rock-walled ravine which contains three picturesque basins. This bit of Tyrolese scenery has been greatly damaged by the erection of a saw-mill, for whose benefit the falls are dammed above. The *Smugglers' Notch* is a romantic pass between the Chin Peak of Mt. Mansfield and Sterling Mt. (3,500 ft. high). It is 9 M. from Stowe, and a good road leads to a small hotel in the Notch, near the great spring which is the source of the Waterbury River. A horse-path beyond the hotel leads in $\frac{1}{2}$ M. to Berton's Rock, a boulder weighing about 100 tons, which fell from the abrupt cliffs that tower on each side to the height of 1,000 ft. A little way beyond, the path begins to descend to the plains of Cambridge. This pass was used during the War of 1812 for smuggling goods between Central Vermont and Canada. A few miles N. is Daniel's Notch, between Sterling Mt. and the lofty White Face. Bingham's Falls, 5 M. from Stowe, Morrisville Falls, 8 M., West Hill, 2 M., and Gold Brook, 3 M., are often visited.

The *Green-Mountain Inn* is at Stowe.

Mount Mansfield.

This is the loftiest of the Green Mts., and its highest peak is 4,348 ft. above the sea. As seen from above Stow it presents the appearance of the profile of a human face, the S. peak being the forehead, the middle peak the nose, and the N. peak the chin.

After leaving Stowe, the highway is followed for 5 M., and then a mountain road turns to the l., ascending through the forest, 2½ M., to the Half-Way House, from which a pretty valley view is gained. Here begins the long and arduous ascent to the Summit House. The forest dwindles away until the road reaches the Nose.

The *Summit House* is a commodious hotel (for 100 guests ; $ 2.00 a day) situated at the base of the *Nose*, which is climbed by a steep path on its W. slope (2 – 300 ft. high). On the E. side of this peak is the rock-profile called the "Old Man of the Mt." About 2 M. of steady, though not fatiguing ascent leads from the house to the *Chin*, passing over ledges marked by long scratches once received from rocks fixed in drifting icebergs, which passed over the silent waves of some shoreless primeval sea. The Chin is 340 ft. higher than the Nose, and is 3,800 ft. above Stow, and 4,348 ft. above the sea. This peak offers a more extensive northern view than that from the Nose (with an impressive view down the Notch), and is easily visited, although parties who go out to it usually stop over night at the Summit House, thereby gaining the superb effects of sunset and sunrise.

The * * view from the Nose is very similar to that from the Chin, and is, perhaps, the noblest (though not the most extensive) in New England. On the S. are seen Camel's Hump (15 M.) and Killington Peak (65 M.), with a great number of nameless peaks and ridges of the Green Mts. The great Lake Champlain fills the horizon from S. W. to N. W., being visible through the greater part of its extent, with the ancient blue Adirondacks lifting their cloud-like summits beyond. The apparently level lowlands of the Champlain valley are spread out like a map below, dotted with numerous white villages (beyond which is Burlington), and crossed by many streams. The great grazing district of the Lamoille valley stretches away to the N. W. and glimpses of the sparkling rivers, the Lamoille and the Winooski, are caught through the forests and foot-hills of the Green Mts. Far in the N. is the St. Lawrence River, with its valley dotted with Norman villages, and on the N. W., with a powerful glass and on a clear day, it is said that visitors have seen Mount Royal and the shining tin roofs of Montreal. E. of N., Jay Peak and Owl's Head Mts. are seen, the latter rising from Lake Memphremagog, while still farther to the E. are Hor and Annanance, the mountains about Willoughby Lake. Farther to the r. are the Percy Peaks, and a little S. of E. the Franconia and White Mts. are seen low-lying on the horizon, 60 M. distant.

4 M. beyond Waterbury, on the main line, is *N. Duxbury*. **Camel's Hump** is reached thence by a road 3 M. long, leading to and beyond Pope's, and then a vague path 3½ M. long. The best path is from Huntington (8 M. by stage from Richmond). The peak is 4,088 ft. high, and is named from its shape, the actual hump being a bunch of bare rock 150 ft. high.

The view includes Montreal, and the White, Green, and Adirondack Mts. "Beautiful as is the eastern view it is immeasurably surpassed by the western,

The space between the Green Mts. and the Adirondacks may be styled a valley, with a broad and level bottom. It is from 15 to 30 M. wide, and 130 M. long. This is the garden of Vermont; and from the top of the grand old Hump, verily it looks like a garden. It has the best features of a Swiss and English landscape commingled. Lake Champlain lieth in the midst of it, like a pearl set in a basket of verdure."

Near N. Duxbury, seen from the track (to the N.), are the *Bolton Falls*, amid some wild rock-scenery in a deep ravine on the Winooski River. The line now follows the picturesque valley of the Winooski by *Bolton* (Bishop House, $7 a week) to *Jonesville*, whence stages run to W. Bolton (under Mt. Mansfield). Station, *Richmond* (Richmond House), a bright village in the widenings of the Winooski valley, with an extensive trade in butter and cheese. The mountain-ravines open out here on the Champlain valley, and the country becomes more thickly settled. A bridge, 600 ft. long, over the Winooski, is now passed, and the train enters the farming town of *Williston*. For several miles, running N. W. from this station, fine views are afforded from the train, — the Green Mts. with their two loftiest peaks looming up boldly on the r., while the distant Adirondacks are seen on the l. **Essex Junction** is soon reached, whence trains run to *Burlington* (see Route 53) in 8 M., passing the remarkable gorges on the Winooski River.

5 M. N. of Essex is *Colchester*, to the W. of which is a tall-spired village (Mallet's Bay Hotel), and still farther W. is Mallet's Bay, which is nearly land-locked, has numerous islets, and affords good bass and pike fishing. Frequent views of Lake Champlain, the Adirondacks, and the Green Mts. are obtained from the cars as they pass N. to **Milton** (*Elm-Tree House; Proctor*). This village is near the Great Falls of the Lamoille, 7 M. from the river's mouth. The river descends here 150 ft. in 800 ft., and affords a water-power for the Milton lumber-mills. The train crosses the Lamoille River on a high bridge 450 ft. long, and stops at the station, *Georgia and Fairfax*. Georgia village (Franklin House), is 3½ M. from the station, and Fairfax (Fairfax House) is 5 M. E. of the station, to which it has a stage. A small Baptist Theological School is located at Fairfax.

St. Albans (**Welden House*, first-class, $3 a day, $10–15 a week; *American House*) is a pretty village of about 8,000 inhabitants, situated on an elevated plain 3 M. from Lake Champlain. Main Street is the principal thoroughfare, and has several good commercial buildings. There is a neat park of 4 acres in the centre of the village, on whose sides are the hotels, the Franklin County buildings, the High School, and several churches, the best of which is a Norman-towered Episcopal Church built of red sandstone. Back of this is the large Catholic Church and the Convent of Notre Dame. The offices of the Central Vermont R. R. occupy the spacious and imposing building at the station. In this vicinity are the immense repair and car-shops of the Central Vermont.

occupying over half a mile of buildings, and employing several hundred skilful workmen. These works are the largest of the kind in New England, and have turned out many locomotives and cars. The village has 3 banks, a daily and 2 weekly newspapers, 6 churches, and an admirable school-system. Tuesday is its market-day, when the farmers from Franklin Co. congregate in the streets, and great quantities of dairy products are sold. The quotations of butter and cheese at St. Albans affect the market throughout the Eastern States, and vast quantities of these products are shipped in ice-cars to the N. Atlantic cities (mostly to Boston). Between 1850 and 1865 St. Albans sent away 33,603,044 pounds of butter, and 16,628,097 pounds of cheese, having a value of nearly $12,000,000. N. of St. Albans are quarries of calico-stone and variegated marble, while a good sulphur-spring (appertaining to the Welden House) is in the environs.

"St. Albans is a place in the midst of greater variety of scenic beauty than any other that I remember in America." (BEECHER.) *Bellevue Hill*, 2 M. S. W. from the station, and *Aldis Hill*, 1 M. N. E. of the village, are easy of ascent, and command lovely views. * Bellevue is 1,300 ft. above the lake, and a good road leads to the summit. It overlooks the village and the rich plains of Franklin Co., strewn with villages, while a broad expanse of Lake Champlain is spread out in the W., the view extending over Grand Isle to the New York shore. In the S. W. the Adirondacks rise, "not in chains or single peaks, but in vast broods, a promiscuous multitude of forest-clothed mountains. In the N. is scooped out, in mighty lines, the valley of St. Lawrence; and in clear days, the eye may spy the faint glimmer of Montreal." (H. W. BEECHER.) The Missisquoi valley is near, in the N., and Jay Peak lies to the E., from which the great line of the Green Mts. stretches away to the S., and Mount Mansfield is plainly visible. To the S. is the fertile Lamoille valley, running through Fairfax and Milton. Aldis Hill is only 500 ft. high, and is easily ascended. Its view, though less extensive than that from Bellevue, is of rare beauty. Prospect Hill also gives a fine view. The Rocky-Point Hotel is a summer-resort on Back Bay.

Stages run E. to *Fairfield* (8 M.) and *Bakersfield* (14½ M.).

St. Albans was the scene of great excitement during the Canadian rebellion in 1837, and several raiding parties (of refugees) crossed the border from this vicinity. In October, 1864, several strangers boarded at the hotels for a few days, and learned the habits of the people. When the bells rang at 3 o'clock, on the 19th of Oct., these men entered the banks in parties, and robbed them of their funds, while others of the band arrested every citizen on the street. The robbers were 22 in number, dressed in plain clothing and armed with revolvers, and, having secured what money they could, they stole a number of horses and fled, closely pursued by the citizens. During the firing which took place in the streets, one citizen was killed and several wounded. The plundering party (which was composed of escaped rebel prisoners) reached Canada with $208,000 in money, $80,000 of which was returned to the banks by the British government. In June, 1866,

1,200 Fenians from the cities of the coast marched from this place into Canada, and plundered a village. The provisions of this party soon gave out, and they returned to St. Albans, where they were disarmed by 1,000 U. S. troops, who were encamped on the village Park for 2 weeks. Another fruitless raid was made in 1870, when the Fenians were repulsed at the frontier by embattled Canadian farmers.

The scenery at **St. Albans Bay** is very attractive, and sportsmen catch great quantities of bass and pickerel about its picturesque islands and points. Good trout-fishing is found in the brooks near the village, and water-fowl are shot about the Bay. The * Welden House charges $3 a day, and $10-15 a week.

St. Albans to Richford. — The Missisquoi Railroad runs N. E. to Richford in 2 hrs. Near **Sheldon Springs** station (*Congress Hall*, 125 guests; $2.50 a day, $10-15 a week) is the famous **Missisquoi Spring**, which has no distinctive taste, but is alkaline in character, and is efficacious in cutaneous diseases. Several other mineral springs rise near by, one of which is cathartic, and is used for dyspepsia and liver complaints. The great hotel here was burned in 1870, since which the springs have been less visited, though large quantities of the water are exported. The **Sheldon Spring** is ½ M. S. W.; the Vermont Spring is 2 M. above; and the Central Spring is 2 M. distant.

The *Vermont Spring* waters are mostly bottled and sent away, for the cure of diseases of the skin, cancer, &c. It is about 2 M. from the Missisquoi, and there are numerous other mineral springs, differing in their properties, about the village. The Continental, Central, and Excelsior are among the most noted, while *Sheldon Spring*, near the Missisquoi Falls, has long been visited. The * Congress Hall Hotel, located near the latter spring, is a large house. The water flows at the rate of 14,000 gallons a day, and contains a large amount of carbonate of soda with potash. "It is a very unusual alkaline saline water, containing more silicic acid in solution than any on record. The presence of so much crenic acid is also remarkable, and, with the iron and magnesia, adds to the valuable constituents." (DR. HAYES.) The hot and cold baths (in convenient bath-houses) work wonderful cures in cases of rheumatism, erysipelas and skin diseases, cancers and chronic ailments. From *Dunton Hill* (1 M. from Congress Hall) a vast panoramic view of the Green Mts. is obtained, while the silver waters of Lake Champlain, in the W., are overlooked by the blue Adironacks. Considerable tracts of Lower Canada are included in this view, which is terminated on the N. by the spires of Montreal. The Missisquoi River falls 119 ft. near Sheldon Spring. At **Sheldon** village (Portland House) is the *Central Spring*, which, besides carbonates of lime, magnesia, iron, soda, and potassa, and sulphate of lime, contains the valuable element of phosphoric acid. It cures cutaneous and pulmonary affections, dyspepsia, rheumatism, etc.

At Sheldon Junction this line is crossed by the St.-Johnsbury and Lake-Champlain Railroad, running to Maquam Bay; and intersected by a branch of the Canadian Pacific Railroad, running N. to Farnham, P. Q.

The Missisquoi Railroad now traverses several farming and dairy towns, by *E. Franklin*, *Enosburg Falls*, *N. Enosburg*, and *E. Berkshire;* and reaches **Richford** (*American House*), a brisk manufacturing village, with the largest grain-elevator in New England. S. E. rises **Jay Peak**, over 4,000 ft. high and overlooking the St. Lawrence Valley, Lake Memphremagog, Lake Champlain, and the White and Green Mts. and Adirondacks, a stupendous and glorious view. People go from N. Troy, a station between Richford and Newport, by daily stage 11 M. S. to **Westfield** (*Reed's Hotel*), and thence ascend Jay Peak by a path.

The *Canadian Pacific Railway* passes through Richford, and is a part of the Boston & Montreal Air Line. It runs N. W. 34 M. to W. Farnham, whence it is 40 M. to Montreal. Toward the E. it reaches Newport, on Lake Memphremagog, in 31 M.

Soon after leaving St. Albans, the main line passes *Swanton Junction*, where a railroad diverges to Rouse's Point and Ogdensburg.

This line passes through *Swanton* (Central House), a pretty village with a Soldiers' Monument on its Green, consisting of a statue (in Vermont marble) of the Goddess of Liberty on a pedestal of gray Isle La Motte marble. Swanton was settled by the French in 1750, but they were crowded out within a half-century. Much marble, black, white, and red variegated, is quarried in this town. After crossing Missisquoi Bay on a trestle-bridge, the train stops at **Alburgh Springs** (*Alburgh Springs House*), whose mineral waters are much used for cutaneous complaints. The drives on the lake shore are very pleasant, and fishing and boating are favorite summer amusements. The peninsula of Alburgh was granted by the King of France, as a feudal seigniory, to Councillor Foucault, under whose orders it was settled in 1731. It was occupied by loyalist refugees late in the Revolutionary Era, and in 1837 was one of the frontier towns from which the insurgents in the "Patriot War" made their raids into Canada.

Passing the stations, Alburgh and W. Alburgh, the line crosses Lake Champlain at its N. end on a long trestle-bridge. *Fort Montgomery* is seen on the r., commanding the Richelieu River. After the works on this fort had gone on for some time, it was discovered to be in British territory, but a generous change of boundary gave the land to the United States, and the work was completed. On the l. *Isle La Motte* may be seen far down the lake.

Rouse's Point (New York) is now reached. From this point the line runs W. through the Chateaugay Woods, passing Malone and Potsdam, to Ogdensburg, 406 M. from Boston and 141 M. from St. Albans. Another railroad runs N. on the l. bank of the Richelieu River, to St. John's (23 M.).

After passing Swanton Junction and E. Swanton, the train on the main line stops at **Highgate Springs** (* *Franklin House*). The hotel is on one side of the track, and the spring-house on the other. The spring is alkaline, containing chloride of sodium, carbonate of soda, and sulphate of soda. E. of the Springs is the broad and beautiful Missisquoi Bay (Missi Kisco — much water-fowl), which is nearly land-locked, and abounds in fish. The Franklin House accommodates 160 ($2.50 a day; $10–15 a week).

3 M. S. E. is a considerable village at *Highgate Falls*, on the Missisquoi River. The alkaline Champlain Spring is located here and is considered a specific for dyspepsia, cutaneous eruptions, cancer, and consumption. Alburgh Springs on the W. and Missisquoi Springs on the S. E., are within easy distance of Highgate. Highgate was the birthplace

of John G. Saxe, whose poems of humor and pathos are widely known and read.

About 3 M. beyond Highgate, the train leaves the United States, and enters Missisquoi County, in the Anglo-Canadian Province of Quebec. Stations, *St. Armand, Moore's,* and *Stanbridge,* on the plains of the Richelieu River. Stanbridge is a neat village, from which stages run to E. Stanbridge (3 M.) and Bradford. As the line passes farther out on the plains, the great isolated mountains of *Rougemont* and *Belœil* are seen on the r. On Belœil the Bishop of Nancy had an immense cross erected in 1843, which was visible for many leagues. It was demolished by a storm in 1847. Stations, *Des Rivieres, St. Alexandre,* beyond which the train passes the junction of the Stanstead, Shefford, and Chambly Railroad, running from St. Johns E. to Waterloo, 43 M. Stages from Waterloo to Lake Memphremagog in 20 M. The line now crosses the Richelieu River to **St. Johns**, a quaint, old-fashioned, Norman-French village near the head of the Chambly Rapids. The town is situated on a level plain, and is connected with the suburb of *St. Athanase* by a fine bridge over the Richelieu. There is good fishing by boat near St. Johns, and the few visitors who stop at this quiet old town usually ride to **Chambly,** a pleasant village near the confluence of the Richelieu and Montreal Rivers. It is 12 M. N. of St. Johns by the river-road, and is on a lake-like expansion of the river, called Chambly Basin. The Richelieu flows toward the N. E. almost parallel with the St. Lawrence which it joins at Lake St. Peter, 70 M. distant.

Chambly was fortified by the French in 1711, and in 1775 it had a strong stone fort built by the British, with massive towers at its angles. Large supplies were stored here; but the commander was so careless that the fort was easily taken by the Americans in October, 1775. It was abandoned on the advance of Burgoyne, having first been stripped of its stores, and has since served (until the English military evacuation of Canada) as an exercising-ground for the Montreal garrison. In the crypt of the Catholic Church is buried De Salaberry, Seigneur of Chambly, who commanded the Canadians in the battle of Chateaugay (War of 1812), when a large invading force of Americans was resisted with such valor and success that De Salaberry ever after bore the title of "the Canadian Leonidas." 12 M. from Chambly is *Belœil Mt.*

Other excursions from St. Johns are to *Scotch Mt.* (6 M. over a good road), which commands a fine view of the Green Mts. and the border Townships; and to the *Chambly Rapids* on the Richelieu.

The Marquis of Montcalm built a fort at St. Johns, which was strengthened by Gov. Carleton. Benedict Arnold's American fleet was repulsed in an attack in 1775, but the fort was besieged by Gen. Montgomery in September of the same year, and, after six weeks of blockade and cannonade, it surrendered, with 600 British regulars and 48 heavy cannon. The American garrison evacuated the post on the advance of Gen. Burgoyne.

At St. Johns the train moves on to the rails of the Grand Trunk Railway (Montreal and Rouse's Point Division), and passes through the fair and fertile plains of the Parish of *La Prairie* to *St. Lambert,* opposite Montreal. The St. Lawrence River is crossed by the wonderful * **Victoria Bridge,** and the train stops at **Montreal** (see Route 54).

30. Boston to the Franconia Mts.

By the Boston & Maine (S. Div.), and Concord & Montreal Railroads. Parlor cars run from Boston without change. Boston to Plymouth (123 M.) in 4 hrs.; to the Twin-Mt. House (205 M.) in about 7 hrs. The branch line from Wing Road to Bethlehem runs to the Fabyan House and the base of Mt. Washington. From *Bethlehem Junction* narrow-gauge lines to Bethlehem and the Profile House.

The train leaves the Union station, and passes to Concord by Route 29, through Lowell and Manchester.

After leaving Concord, the line crosses the Merrimac, and passes *E. Concord*, *N. Concord*, *Canterbury* (stages to Shaker village, 7½ M.), *Northfield*, and **Tilton** (*Loverin House*), the seat of the N. H. Seminary and Female College. On the hill above is a huge Roman memorial arch, 55 ft. high, of granite, erected in 1882–83, to commemorate the Tilton family.

Daily stages run from Tilton through *Gaza* to **New Hampton,** 13½ M. N., the picturesque location of a Free-Will Baptist school; to *Franklin Falls*, 3 M. W.; branch railway in 6 M. from Tilton to *Belmont*, whence stages 4 M. to **Gilmanton** (*Mountain-View House*, $10–16 a week). John L. Stoddard says: "Perched on the spur of a long range of mts., the situation of Gilmanton is unique. I can look off on an unbroken panorama of distant peaks cutting the horizon through a circuit of 180 degrees; or, from Mt. Washington in the N. to Mt. Monadnock in the S." Near Tilton was the largest Indian fortress in New England, lines of intrenchments faced with stone, and once palisaded. Some remnants remain.

The line now passes along the shores of Winnepesaukee River, Little Bay, and Great Bay. Stations, *Union Village* and *Laconia* (Eagle Hotel), whose factories turn out yearly 1,500,000 yards of fancy cloths, 275,000 dozen hose, and 400 railroad cars. From this point an interesting excursion may be made to the summit of **Mt. Belknap** (8½ M. distant), on the shore of the lake. From this commanding peak the lake may be seen throughout nearly its entire extent, and views of the mts. beyond and of the pretty village of Wolfboro are obtained. Laconia is on the shore of Lake Winnesquam (Great Bay), a picturesque sheet of water on the l. of the line. After leaving Laconia, the line passes along Sanbornton Bay to *Lakeport* (Mount-Belknap House), which has small hosiery-factories, a needle-factory, and the railroad repair-shops. The quiet waters of Long Bay are now skirted, on the r. bank, with the peaks of Mt. Belknap beyond. **Weirs** (see p. 216) has a fine view out over Lake Winnepesaukee. Steamers leave this point for the villages on the lake (see Route 32), and N. Conway may be reached by crossing to Wolfboro, and taking the cars on Route 31. Near Weirs, on the N. shore of the outlet, is the Endicott Rock, which is about 20 ft. around, and is carved with the initials of the chiefs of the colonial survey of 1652, and with the words, "John Endicut, Gov." The train passes N., with the lake on the r., to *Meredith* (Elm House). The great summer-resort at **Centre Harbor** is 5 M. from Meredith, by a good road; and the picturesque *Meredith Neck* is near by, on the S. E.

The train now passes Waukawan Lake, on the r., which is 4 M. long

and 2 M. broad. Waukawan is a name given to this lake by the Indians, and now used by summer visitors, though the rustics who live in the vicinity call it Measley Pond. Long Pond is now passed, and the train stops at *Ashland* (Squam Lake House), a small factory-village near the confluence of the Squam and Pemigewasset Rivers, and 4 M. from the lovely Squam Lake (see Route 32). This is in the ancient Episcopal town of Holderness, and the road along Squam Lake exhibits some of the richest scenery in the country. The Pemigewasset is now crossed near Bridgewater station, and its valley is followed to **Plymouth** (* Pemigewasset House, 150 rooms, a first-class summer hotel, where the midday trains stop 30 minutes for passengers to dine).

Plymouth, the shire-town of Grafton County, is a beautiful village in the midst of attractive scenery, near the confluence of the Pemigewasset and Baker's Rivers. It has a large country trade, and is noted for its manufacture of fine buckskin gloves. Walker's Hill overlooks the village and valley, while *Mt. Prospect* (4 M. N. E.; carriage-road to the summit) commands an extensive prospect. On the S. is the valley of the Pemigewasset ("Place of crooked pines"), with its broad, rich intervales, while numerous well-known peaks extend between Monadnock in the S. W. and Moosilauke in the N. W. The N. is filled with the lofty summits of the Franconia and the White Mts., prominent among which is Mt. Lafayette. Osceola and White Face are in the N. E., and just below the Squam Range in the E. is the beautiful, island-dotted Squam Lake. To the S. E. are the bright waters of Winnepesaukee, with Mt. Belknap looking over them. Mt. Prospect is 2,072 ft. above the sea, and possesses several other objects of interest, — the Miser's Cave, the Avalanche, and the Cold and Boiling Springs.

The drive around *Plymouth Mt.* is a favorite excursion, and the view from its summit is pleasant, embracing many of the features of the view from Mt. Prospect, though heavy forests cover most of it. 2 M. N. of Plymouth are the *Livermore Falls.* From Plymouth to Squam Lake it is 7 M.; to Newfound Lake, 9 M.; to Centre Harbor, 14 M.

Capt. Baker, of Newbury, with a company of Mass. Rangers, attacked an Indian village near the confluence of the river which now bears his name with the Pemigewasset River. After killing many of the villagers, the Rangers plundered the place, and then retreated, being vainly attacked afterwards on the plains of Bridgewater. Plymouth was settled in 1764. The house still stands here (now a library) in which Daniel Webster made his first plea before a jury. Nathaniel Hawthorne died in this village May 19, 1864.

1 M. out is the Holderness School for Boys, a famous Episcopal School, beautifully situated, on an estate of 15 acres. About 5 M. from Plymouth (stage from Ashland. 4 M.) is the **Asquam House,** a summer-hotel on the crest of the far-viewing Shepard Hill, over Squam Lake.

The *Pemigewasset-Valley R. R* runs N. from Plymouth to Livermore. 2 M.; Campton, 4½; Campton Village, 7½; Thornton, 9; W. Thornton, 13½; Woodstock, 16½; and N. Woodstock, 20½. Stages for the summer boarding-houses connect at the stations; and from the N. terminus run to the Flume and Profile Houses. This route supplants the favorite old staging route up the valley, famous for its noble views.

After leaving Plymouth, the railroad follows the valley of Baker's River for 20 M. Station, *Rumney* (Stinson House), S. of Stinson's Mt. and Pond, which were named in memory of a hunter who was killed here by the Indians. The village is nearly 1 M. from the station. Saw-mills, tanneries, and charcoal-works abound in the town. Stations, *W. Rumney* and *Wentworth* (Union Hotel), a village on fair intervals, and surrounded by high hills. Carr's Mt. is on the E., and Mt. Cuba on the W.

Warren (*Langdon House*) is a glen village, from which a very good road leads in 10 M. to the top of **Moosilauke Mountain** (*Tip-Top House*, comfortable, $3 a day; fare by stage, up and back, $3). On the slope of the mt., 5 M. from Warren, is the *Mountain House* ($7–10 a week), 1,681 ft. high, and free from hay-fever. This is one of the noblest trips in New England, to the top of Moosilauke.

From its isolated position and great height (4,811 ft.), this peak commands a grand and unique *view. In the S. are the hill towns of Grafton County, with numerous prominent and well-known peaks rising over them. Beyond Owl's Head, on the W., considerable portions of the Green Mts. may be seen on a clear day. In the N. W. is part of the Connecticut valley, and one or two Canadian peaks are seen in the remote N., while nearer at hand are the Pemigewasset Mts. A noble panorama of mts. extends from Sugar Loaf (W. of N.) to the white peak of Chocorua (S. of E.), embracing the chief summits of the White and Franconia Ranges. On the S. E. is the shining surface of Lake Winnepesaukee, and in the same direction some portion of the State of Maine is visible.

From Peaked Hill, near the village hotel, a good view of Moosilauke is obtained. Carr's Mt., Webster's Slide, and Owl's Head are also in Warren, while on Hurricane Brook are numerous picturesque cascades, known as Fairy, Rocky, Oak, Wolf's-Head, Waternomee, and Hurricane Falls. Diana's Wash-Bowl is a sequestered basin on the same creek.

Station, *E. Haverhill*, beyond which the line traverses the glen of the Oliverian Brook, with Webster's Slide Mt. on the l. and the precipitous sides of Owl's Head on the r. Station, *Haverhill* (Exchange House), a pretty village on a hill near the track, with the Grafton County buildings. Just across the river is the village of Newbury (see Route 24), which may be seen from the l. as the train skirts the rich intervales, and passes to N. Haverhill, a small village near the Ox Bow Bend of the river.

At **Woodsville** (*Parker House*) the train connects with the Passumpsic and Wells-River Railroads; afterwards ascending the Ammonoosuc Valley to *Bath*, a fine old farming village in a picturesque glen. **Lisbon** (*Brigham's Hotel*) is a gold-mining village, with daily stages to Lyman (4½ M.) and Sugar Hill (7 M.). See page 234 *b*.

Littleton (*Thayer's Hotel*, $10–18 a week; *Oak-Hill House*, on far-viewing heights, $8–14 a week; *Chiswick Inn*, $17-21 a week; and many summer boarding-houses near by) is a pretty and prosperous village, with 3,000 inhabitants, 6 churches, 2 papers, high-school, bank, 30–40 stores, 4 large glove-factories, and Kilburn's stereoscopic-view establishment, the largest in the world. It was incorporated in 1764, under the name of *Chiswick;* and borders 15 M. on the Conn. River. The village is on the Ammonoosuc. From the hills in the vicinity, fine panoramic views of the White and Franconia Mts. may be obtained.

Stations, **Wing Road,** where trains connect for Bethlehem, Profile House, Fabyan House, and the base of Mt. Washington; **Whitefield** (*Hotel Fiske*), whence branch line to Jefferson; and *Dalton*, near the Connecticut. Stations, *S. Lancaster* (stage to Lunenburg, 2 M.), and

Lancaster (Lancaster House, 120–130 guests, at $2–3.00 a day), a beautiful village on a broad plain near the river. It has about 3,400 inhabitants, 2 weekly papers, and 6 churches. This is a favorite summer-resort, "and in the combined charm, for walks or rides, of meadow and river, — the charm, not of wildness, but of cheerful brightness and beneficence, — Lancaster is unrivalled." (STARR KING.) *Stebbins' Hill*, near the village, commands an extensive view; while the drive around *Mt. Prospect* (2–3 hrs.) is much esteemed. The rapids on the Connecticut are reached by a fine road over the intervales (6 M.). The riverward roads are level and smooth, revealing fine distant views, the best of which is obtained from the Lunenburg Hills, beyond the river in Vermont. To the E. and N. E. of Lancaster are the dark and unexplored Pilot Mts., whose main peak is sometimes ascended by a path leading from the hamlet of Lost Nation, yielding a broad view over the upper Coös country and the mountain-walls to the S. and S. E. Israel's River unites with the Connecticut near the village, after flowing down a picturesque valley from its source near Mt. Madison. Sir Charles Dilke says that "the world can show few scenes more winning than Israel's River valley, in the White Mts. of N. H., or N. Conway, in the S. slopes of the same chain." The stream is named for an old hunter who was one of the pioneers of the Coös country, but the melodious Indian name is preferable, —Singrawack, "the foaming stream of the white rock." "Grand combinations of the river and its meadows with the Franconia Range and the vast White Mt. wall are to be had in short drives beyond the river, upon the Lunenburg Hills." A hotel has been built on the top of Mt. Prospect ($21 a week). 7 M. from Lancaster is Jefferson Hill, famous for its grand mountain-views.

Beyond Lancaster the railroad follows the Connecticut River for 10 M. and connects with the Grand Trunk Railway (Route 40) at **Groveton.** The most direct route from Boston to Lancaster is by N. Conway (see next page.)

31. Boston to the White Mountains.

By Boston & Maine R. R. to N. Conway (137 M.) in 5 hrs., fare, $5.00; to the Crawford House (162 M.) in 12 hrs., fare, $8.50. This is the quickest and nearest route to the White Mts., and runs two Pullman express trains daily in summer.

The train leaves the Union Station in Boston (on Causeway Street) and passes out over the Charles River. Boston to *Conway Junction*, see Route 37 (the principal stations are Chelsea, Lynn, Salem, Ipswich, Newburyport, Hampton, and Portsmouth). Beyond Conway Junction the train passes the stations *S. Berwick*, *Salmon Falls*, and *Great Falls*. At the latter village are extensive cotton-factories, employing 3,000 hands, and consuming 7,700 bales of cotton yearly. Station, **Rochester** (*Dodge's Hotel; Mansion House*), a village on Norway Plains, with several factories near the falls on the Cocheco River. The town has 3 banks, 8 churches, and over 7,000 inhabitants. Over 2,000,000 yards of flannel are made here yearly, with 400,000 pairs of shoes, 100,000 pairs of blankets, and 2,000,000 bricks. Rochester was settled in 1728, and its people kept constant vigil for nearly half a century, being often attacked by the Indians. John P. Hale, a prominent leader in the antislavery movement, and U. S. Senator for 16 years, was born here in 1806.

The Portland and Rochester Railroad runs from this village across the centre of York County to Portland (52 M.; fare, $1.55). Stations, *E. Rochester*, *E. Lebanon*, and *Springvale*, a village in Sanford, which was bought of the Sagamore Fluellen in 1661. Stages run from Springvale to Shapleigh

Station, **Alfred** (*Central House; Alfred House*), a pleasant village on a level plain, containing the York County buildings, and named in honor of King Alfred of England. The line next crosses the towns of Waterborough and Hollis, and the Saco River. Station, *Buxton* (Berry's Hotel), the old Narragansett, No. 1, which was named in compliment to Paul Coffin, its pastor for 40 years, whose ancestors came from Buxton in England. This town was one of the 7 granted by Mass. to the victorious soldiers of King Philip's War, and 9 more were granted to the veterans of the Canada War of 1695. The soldiers were thus compensated for their labors, and at the same time the distressed and war-swept settlements on the Maine coast were shielded by a double tier of towns inhabited by hardy and fearless veterans. Buxton has 4 villages, with extensive lumber-mills.

Station, *Gorham* (Clement House), the 7th town granted to the veterans of 1675, and named for Capt. Gorham, whose company lost 36 killed and 41 wounded at the Narragansett Fort Fight. Station, *Sacarappa*, a manufacturing village which for 50 years sent vast amounts of lumber to Portland and Havana. The Cumberland Mills turn out $1,000,000 worth of paper annually. After running across the populous town of Westbrook, the train approaches Bramhall Hill, and passes into the terminal station at Portland.

After leaving Rochester, the White-Mt. train passes *Hayes*, and stops at **Milton** (*Glendale House; Tri-Mountain House*), a quiet farming town near the Salmon-Falls River. Mt. Teneriffe, seen on the l., is ascended from Milton. Station, *Union* (Union House), beyond which Copple-Crown Mt. appears in the W.

From **Wolfboro Junction** a branch railroad runs (in 12 M.) to Wolfboro, on Lake Winnepesaukee (see Route 32), in the latter part of its course skirting Smith's Pond, and stopping near the wharf of the Lake steamers.

Stations, *Wakefield, E. Wakefield,* and *N. Wakefield,* to the E. of which is Lake Newichawannock (East Pond), which is 3 M. long and 1 M. wide. Stations, *Ossipee* and *Ossipee Centre* (two inns), the shire-town of Carroll County. A glimpse of Ossipee Lake is gained on the r., beyond this station, with Green Mt. on its farther shore. Running N. with Ossipee Mt. on the l., the train reaches W. Ossipee,
from which fine excursions may be made to Ossipee Lake, Sandwich Notch, and Mt. Chocorua (see page 220). Madison Plains are next traversed, with the broad sheet of Six Mile Pond glittering among the forests on the r. and Legion Mt. far beyond. On the l. is the weird peak of **Chocorua,** to which Starr King has applied the adjectives, "gallant, haughty, rugged, torn, proud-peaked, desolate, proud and lonely, tired."

Stations, *Madison* and *Conway* (Conway House; Pequawket House).

This village is situated on rich level land, and has many charming rural scenes along the winding Saco. From its air of tranquillity and pastoral seclusion, this hamlet of *Chatauque* is preferred to N. Conway by those who seek quiet and rest, and are regardless of brilliant society. Excursions are made from this point to * Chocorua Lake, 8–9 M. distant, under the mt. of the same name; to Conway Centre and Fryeburg (see Route 39), in the N. E.; to Chatham, by the long straggling village of Conway Street, between the Green Hills and the Maine border; to Champney's Falls, ascending the Swift River valley to the W.; and to the Cathedral, Echo Lake, and Diana's Bath. The last-named places are as near to Chatauque as to N. Conway, and the fording of the river is avoided. There are fine views of the White Mts. from this village, with the Moat Mt. looming in the N. W. Beyond Conway the train runs N. for 5 M., much of the way being over embankments and trestles on the Saco intervales. Moat Mt. is now approached on the l., and Kiarsarge appears on the r. Soon after crossing the Saco, a white village is seen on the hillside, the tower of the Kiarsarge House is approached on the r., and the train stops at **N. Conway** (see Route 33).

The chief stage-connections on this route are: Daily from Rochester to *Strafford Corner* (4 M.) and *Barnstead* (16 M.); Union Village to *Middleton* (3 M.), and semi-daily to **Milton Mills** (*Central House*), 5 M., where blankets and felting are made; daily from Wolfeboro Junction, 2½ M. N. W. to *Brookfield;* daily from E. Wakefield to N. Shapleigh (9 M.), W. Newfield (5 M., and N. Parsonsfield (15 M.), and Effingham (17 M. N.); from Ossipee to Wolfeboro (10 M.), and Tuftonboro (6 M.); daily from Centre Ossipee to Moultonville (1 M.), Effingham Falls (6 M.), and Freedom (8 M.); daily from W. Ossipee to Tamworth (4 M.), Tamworth Iron Works (4 M.), N. Sandwich (10 M.), Sandwich (16 M.), Moultonboro (19 M.), and Centre Harbor (24 M.); from Madison, daily, to E. Madison (6 M.); from Conway, daily, to Eaton Centre (6 M.) and Centre Conway (2½ M.).

The present route (the Eastern Division of the Boston & Maine Railroad) connects near North Conway with the Maine Central Railroad, for the White-Mountain Notch, Fabyan's, Bethlehem, the Profile House, Quebec, and Lake Champlain (Maquam Bay). See page 230.

32 Lake Winnepesaukee and the Sandwich Mountains.

From Boston to the Lake : (a) By Routes 29 and 30, through Lowell and Concord to Weirs, whence the steamer "Lady of the Lake" runs to Centre Harbor and Wolfboro. Boston to Weirs, 105 M.

(b) By Route 38, through Lawrence and Dover to Alton Bay, whence the steamer "Mt. Washington" runs to Wolfboro and Centre Harbor. Boston to Alton Bay, 96 M.

(c) By Routes 31 and 37, through Salem and Portsmouth to Wolfboro, where both the steamers touch, and from which all the lake-villages may be visited. Boston to Wolfboro, 106 M. (in 4½ hrs. by the Pullman express train in the morning).

Lake Winnepesaukee is in the counties of Carroll and Belknap, in the State of N. H., and is 25 M. long by 1–7 M. wide, containing 69 square miles. It is 472 ft. above the sea, and its waters of crystalline purity reflect the shadows of several bold mountains, and surround nearly 300 islands, great and small. 8 towns rest around it, having an aggregate population of 14,000 on about 200 square miles of territory; and but few and small are the villages along the curiously indented shores. The waters of the lake are discharged by the Winnepesaukee River, which unites with the Pemigewasset to form the Merrimac, and passes into the ocean at Newburyport. Winnepesaukee is an ancient Indian word which is popularly supposed to mean "The Smile of the Great Spirit," although some interpret it as "Pleasant Water in a High Place."

"There may be lakes in Tyrol and Switzerland which, in particular respects, exceed the charms of any in the Western world. But in that wedding of the land with the water, in which one is perpetually approaching and retreating from the other, and each transforms itself into a thousand figures for an endless dance of grace and beauty, till a countless multitude of shapes are arranged into perfect ease and freedom, of almost musical motion, nothing can be held to surpass, if to match, our Winnepesaukee." (Bartol.)

"I have been something of a traveller in our own country, — though far less than I could wish, — and in Europe have seen all that is most attractive, from the Highlands of Scotland to the Golden Horn of Constantinople, from the summit of the Hartz Mountains to the Fountain of Vaucluse ; but my eye has yet to rest on a lovelier scene than that which smiles around you as you sail from Weirs Landing to Centre Harbor." (Edward Everett.)

"Looking up to the broken sides of the Ossipee Mts. that are rooted in the lake, over which huge shadows loiter ; or back to the twin Belknap hills, which appeal to softer sensibilities with their verdured symmetry ; or farther down, upon the charming succession of mounds that hem the shores near Wolfboro ; or northward, where distant Chocorua lifts his bleached head, so tenderly touched now with gray and gold, to defy the hottest sunlight, as he has defied for ages the lightning and the storm, — does it not seem as though the passage of the Psalms is fulfilled before our eyes, — 'Out of the perfection of beauty God hath shined'?" (Thomas Starr King).

The steamer *Mt. Washington* leaves Centre Harbor at 6 20 A. M. for Alton Bay touching at Long Island and Wolfboro ; leaving Alton Bay at noon, to return. Same routes in afternoon.

The *Lady of the Lake* leaves Wolfboro at 6.30 A. M. for Centre Harbor and Weirs ; thence runs direct to Wolfboro and back, leaving Weirs at noon for Centre Harbor and Wolfboro, and back to Weirs direct, whence she runs to Centre Harbor and Wolfboro.

The steamer runs E. from Weirs, with Meredith Bay N., Mt. Belknap S., and Ossipee Mt. in front. After passing Governor's Island, the boat turns to the N. through a strait between Bear Island (3 M. from Weirs) and the

mainland. Just after passing this island, and when within 3 M. of Centre Harbor, the finest * view on the lake is obtained. The whole line of the Sandwich Mts. is seen in the N., between Ossipee on the r. and Red Hill on the l., with Whiteface looming foremost, and "the haughty Chocorua" leagues away to the N. E.

Weirs (*Hotel Weirs*, 150 guests; *Lakeside*, 200 guests; *Winnecoette*, $7–10 a week; *Endicott; Maple Cottage*), where the railroad touches the lake, has within ten years become a famous summer rendezvous for temperance men, war-veterans, Unitarian grove-meetings, Universalists, Methodists, Grangers, &c., and has miles of avenues, cottages, and pavilions and a tall observatory.

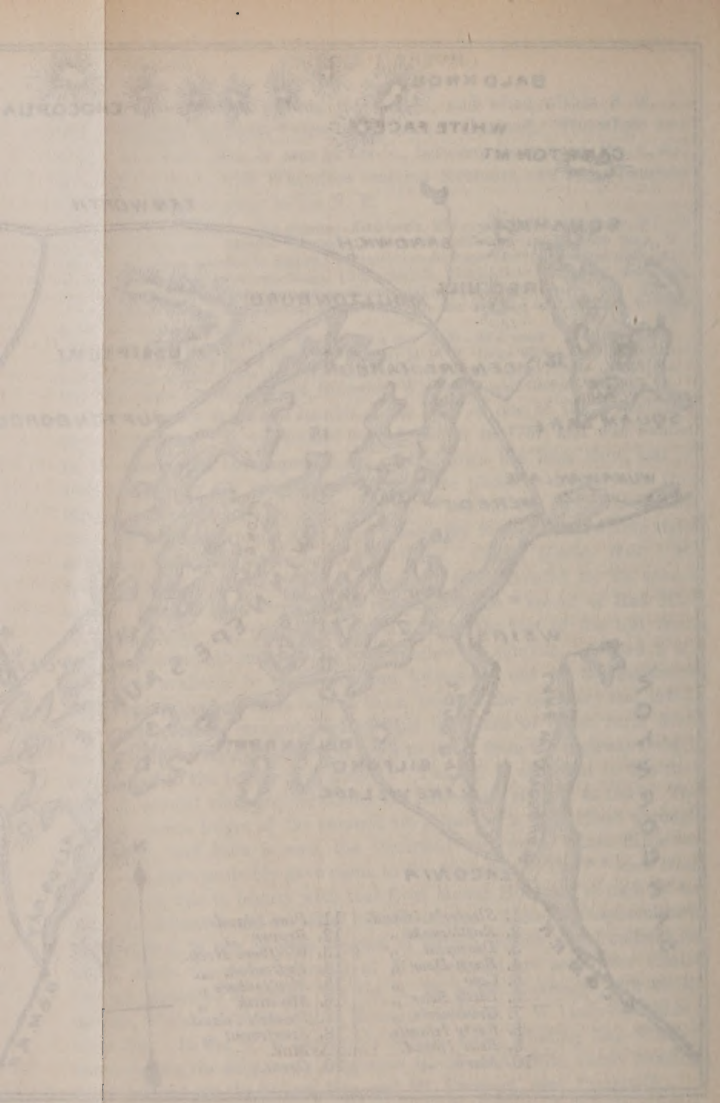
Steamboats run hence several times daily (in the season) to *Lakeport*, whence street-cars to Laconia.

Centre Harbor (**Senter House*, $4 a day, $20–28 a week; *Moulton House*, $8–12 a week; and many boarding-houses) is 10 M. from Weirs, and has steamboats leaving several times daily for Wolfeboro, Weirs, Alton Bay, Long Island, &c.; and daily stages for Moultonboro, Sandwich, W. Ossipee, and Ossipee Park.

Centre Harbor is a small hamlet at the head of one of the 3 northern bays of the lake. It was settled by Col. Senter in 1757, and was named in his honor, but the improvement of the town has been slow, and in 1890 it had only 479 inhabitants. There are pleasant drives from this village to Moultonboro, to Sandwich, and "around the ring," the latter being by a series of roads 4 M. long, passing by Red Hill and within sight of Squam Lake, and returning to the village. *Centre Harbor Hill*, 1 M. from the hotels, affords a fine lake prospect, recommended for its sunset views. But the main attraction of the place is the * ascent of **Red Hill** (2,000 ft. high). By the highway it is 4 M. to the foot of the hill, from which a bridle-path nearly 2 M. long reaches the summit. A road 2 M. shorter is available to the pedestrian, by passing out on the Sandwich road, taking the first farm-lane to the r. beyond the cemetery and cross-roads, and crossing straight to Red Hill by means of quiet, rural field-roads. The mountain-path soon turns to the r. from the highway (which is followed to the l. after it is gained). The hill is ascended to the first cottage, around whose upper corner the path bears sharply to the l. The reddish sienite ledges of the summit are gained by a long climb through the forest, and here is seen the luxuriant *uva ursæ*, whose flame-red autumnal tints probably gave name to the mountain. The * * view from the summit vies in beauty with that from Mount Holyoke, though of far different character and devoid of historic charm. Lake Winnepesaukee is outstretched in the S. with leagues of bright waters and hundreds of islets, while the twin summits of Mt. Belknap are seen over Centre Harbor, about 15 M. away. In the S. W. is Mt. Kearsarge, full 30 M. distant, while it is claimed that Monadnock (70 M. S. W.) may be seen in a clear day. In the W. is the lovely Squam Lake, winding like Windermere, among the hills, with numerous islands and white, sandy beaches, while beyond are the Squam Mts. and Mt. Prospect, near Plymouth.

"The Mt. Washington range is not visible, being barred from sight by the dark

BALD KNOB
WHITE FACE
CHOCORUA
CAMPTON MT.
TAMWORTH
SQUAM MTS.
SANDWICH
RED HILL
MOULTONBORO
OSSIPEE MT.
CENTRE HARBOR
SQUAM LAKE
TUFTONBOROUGH
WUKAWAN LAKE
MEREDITH
LAKE WINNIPESAUKEE
LONG ISLAND
WEIRS
LAKE WINNESQUAM
LONG BAY
GILFORD
BELKNAP MT.
LAKE VILLAGE
LACONIA
SANBORNTON
ALTON BAY
N
C. & M. R.R.
B. & M. R.R.
1. Sleeper's Island.
2. Rattlesnake "
3. Diamond "
4. Barn Door "
5. Cow "
6. Little Bear "
7. Governor's "
8. Forty Islands.
9. Bear Island.
10. Mark "
11. Pine Island.
12. Beaver "
13. Wolfboro Neck.
14. Tuftonboro "
15. Moultonboro "
16. Meredith "
17. Drake's Island.
18. Sturtevant "
19. Mile.
20. Great.



Sandwich Range, which in the afternoon, untouched by the light, wears a savage frown that contrasts most effectively with the placid beauty of the lake below. Here is the place to study its borders, to admire the fleet of islands that ride at anchor on its bosom, — from little shallops to grand three-deckers, — and to enjoy the exquisite lines by which its bays are infolded, in which its coves retreat, and with which its low capes cut the azure water, and hang over it an emerald fringe." (STARR KING.)

"Far to the south
Thy slumbering waters floated, one long sheet
Of burnished gold, — between thy nearer shores
Softly embraced, and melting distantly
Into a yellow haze, embosomed low
'Mid shadowy hills and misty mountains, all
Covered with showery light, as with a veil
Of airy gauze." — PERCIVAL.

In the N. E. the weird peak of Chocorua is seen, and nearer at hand in the E. is the heavy, dark mass of Ossipee. The central peak of the Sandwich Range is White Face, Sandwich Dome holds the left, and the right extends from Passaconaway to Chocorua. The white village in the plain below is Sandwich, while the Bear Camp and Red Hill Ponds are seen in its vicinity. "Whoever misses the view from Red Hill loses the most fascinating and thoroughly enjoyable view, from a moderate mountain-height, that can be gained from any eminence that lies near the tourist's path." The afternoon is the best time for the excursion.

* **Squam Lake** is 3–4 M. from Centre Harbor, and should be visited for the sake of its sequestered loveliness, its romantic islets, and its white strand. The *Asquam House* is a charming summer-hotel, 4 M. from Ashland.

Plymouth is 14 M. N. W. of Centre Harbor, and is approached by a smooth but hilly road, passing through the romantically beautiful district formerly inhabited by the Squamscott Indians. This road skirts the shores of Squam and Little Squam Lakes, and at about 5 M. from Centre Harbor, has a superb * view of Chocorua, 15 M. away, over the broadest part of Squam Lake. The road passes across the broad, rich intervales of Holderness and Plymouth, with the Squam Mts. and Mt. Prospect on the r.

On leaving Centre Harbor for *Wolfboro*, the steamer keeps a S. E. course, with Ossipee Mt. on the E. over the low shores of Moultonboro Neck. A great archipelago of islands is passed, — islands which shall here be nameless, they being worse than nameless in the poverty of their homely Saxon titles. About midway of the lake "the unmistakable majesty of Washington is revealed. *There* he rises, 40 M. away, towering from a plateau built for his throne, dim green in the distance, except the dome that is crowned with winter, and the strange figures that are scrawled around his waist in snow." Fredrika Bremer speaks of "the Olympian majesty of Mt. Washington" from this point. "Farther on, the summit of Chocorua is seen moving swiftly over lower ranges, and soon the whole mountain sweeps into view, startling you with its ghost-like pallor and haggard crest." On **Long Island**, nearly half-way down the lake, are the Island Home (60 guests), Long-Island House and Tip-Top House, much visited in summer. The *Mt. Washington* stops at Long Island, on call. The mountains in the N. change their relative positions

with kaleidoscopic rapidity, and the imposing peaks of Mt. Belknap (whence is obtained the finest lake-view) loom up ahead. After passing these peaks the steamer rounds into Wolfeboro Bay, with Copple-Crown Mt. on the r. 20 M. from Centre Harbor is the village of **Wolfeboro.**

Hotels. — Kingswood Inn, $8 to $12 a week; *Bellevue*, $8 to $12 a week; Lake House. There are also many pleasant and retired boarding-houses in and near the village.
Steamers leave for Alton Bay, Centre Harbor, and Weirs, several times daily.
Railroad to N. Conway, Portsmouth, and Boston.
Stages run daily to *Tuftonboro*, 6 M. N., and *Melvin Village.*

Wolfeboro was settled in 1770, and was the site of the fine mansion of Gov. Sir John Wentworth. It is now a pleasant village in a thriving town of about 2,200 inhabitants, with 2 banks and 3 churches. Its situation on two long hills near the lake is very beautiful, and fine views are enjoyed of the Belknap Mts. across the water. Good lake-views may be had from the hills about the village, and also from Tumble-Down Dick, a high eminence near the large Smith's Pond, E. of Wolfboro. But the best excursion is to *Copple Crown Mt.*, about 7 M. S. E., by a road passing to S. Wolfboro. The carriage-road runs nearly to the summit (fare, $ 2.00 from the hotel for each person of a party). Copple Crown is 2,100 ft. high, and furnishes from its summit a view of nearly the whole length of the lake, with Mt. Belknap near at hand in the N. W., and the heavy range of Sandwich looming above the head of the lake. Chocorua and Ossipee are close together, a little W. of N., and on a clear day Mt. Washington may be seen beyond all, while the ocean is visible in the opposite direction. 30 lakes and ponds are seen from Copple Crown, of which Ossipee, in the N., is one of the finest.

The Wolfeboro Branch of the Eastern Railroad runs to the N. Conway main line in 12 M. Two express trains leave for Boston daily, making the distance (106 M.) in 4 hrs.

After leaving Wolfeboro the steamer follows a southerly course to Fort Point, where it turns by Little Mark Island into Alton Bay. This is a narrow estuary, 4–5 M. long, and bordered by high wooded hills of Trosach-like boldness. The steamer follows the sinuosities of this curious inlet, and sometimes seems to be walled in, as neither way of ingress nor egress is seen. Mt. Major is passed on the W. shore, and after many turns and bendings the last bluff is passed, and the hotel and station at the S. extremity of the lake are reached. Here is situated the *Winnipiseogee House*, an old and decadent summer-hotel, near good fishing-grounds and pretty scenery.

Alton Bay was formerly called Merry-Meeting Bay, since it was a famous gathering-place for the Indians. Several Indian raids on the N. H. coast passed down this bay, and in 1722 the province built a military road to it, and commenced fortifications. The cost was found to be too heavy for the little colony, and the position was given up. Atkinson's regiment, which was covering the frontiers during the French war, built a fort and encamped here through the winter of 1746–7.

The hotel is about 30 M. from Centre Harbor. Mt. Major and Prospect Hill are in the vicinity, and command beautiful lake-views, while the ocean may be seen (in clear weather) from the top of Prospect. *Sheep Mt.* also gives a broad lake-view.

Among the longer excursions is that to Lougee Pond, near a cluster of lakelets from which flows the Suncook River. Gilmanton Iron Works village is a little way S. of these ponds, which are about 6 M. from Alton Bay. 6–8 M. to the eastward lies Merrymeeting Lake, an irregular, picturesque, and sequestered pond 10 M. in circumference, N. of which is Copple-Crown Mt. The favorite excursion from Alton Bay is to Mt. Belknap, 14 M. N. W. on the shores of, and overlooking, Lake Winnepesaukee. Seats in the carriage which runs to the mt. whenever a party is formed cost $1.50 each, and the noble view of lakes and mts. more than repays for the time and trouble of the journey.

Three trains daily (during the season) leave Alton Bay for Boston. Distance, 99 M.; time 3½ hrs. (see Route 38.)

Centre Harbor to W. Ossipee.

A railroad line has been surveyed from Meredith through Centre Harbor to W. Ossipee. Daily stages now pass between these last-named points. After leaving the Harbor, Red Hill is approached and passed, and *Moultonboro Corner* is reached in 5 M. from the Senter House. Moultonboro has a small inn and two or three boarding-houses, and abounds in pleasant scenery which is rarely visited. Red Hill is here, and Ossipee Mt., also the long and sequestered Moultonboro Bay with its great archipelago of picturesque islets, and with plenty of fish in its waters.

The Ossipee Indians had their home near this bay, and many relics of them have been found, chief among which is a great monumental mound at the mouth of Melvin River.

"Where the Great Lake's sunny smiles
Dimple round its hundred isles,
And the mountain's granite ledge
Cleaves the water like a wedge,
Ringed about with smooth, gray stones,
Rest the giant's mighty bones.

Close beside, in shade and gleam,
Laughs and ripples Melvin stream,
Melvin water, mountain-born,
All fair flowers its banks adorn;
All the woodland's voices meet,
Mingling with its murmurs sweet.

Over lowlands forest-grown
Over waters island-strown,
Over silver-sanded beach,
Leaf-locked bay and misty reach,
Melvin stream and burial-heap,
Watch and ward the mountains keep.

Who that Titan cromlech fills?
Forest-kaiser, lord o' the hills?
Knight who on the birchen tree
Carved his savage heraldry?
Priest o' the pine-wood temples dim,
Prophet, sage, or wizard grim?"

See Whittier's poem, "The Grave by the Lake."

Ossipee Park is high up on the Ossipee Range, near lovely cascades, and overlooking Lake Winnepesaukee. Near by is *Mt. Shaw*, the highest of the Ossipee peaks (2,956 ft.), with a tower commanding a noble view.

4½ M. N. of Moultonboro Corner is the pretty village of **Centre Sandwich** (boarding-houses of *Beede*, *Burleigh*, *Wiggin*, and others),

which is in a narrow valley nearly surrounded by mountains. The scenery is noble, embracing Ossipee on the S. E., Red Hill, the Squam Mts. on the W., and the dark and storm-worn Sandwich Range on the N. Squam Lake is on the S. W. border of the town, and a charming road leads from the village to *Plymouth*, passing for several miles along the N. and W. shores of the lake, with the Squam Mts. on the r. Another road (somewhat arduous) leads across a high mountain-pass to *Thornton*, in the Pemigewasset Valley, while a bridle-path leads by Flat-Mt. Pond to *Waterville*. Beyond *S. Tamworth* the stage passes near Bearcamp Pond, and follows the Bearcamp River down to the lowlands of Tamworth and Ossipee towns.

Whittier's poem, "Among the Hills," has its scene laid in this vicinity where

"Through Sandwich notch the west-wind sang
Good morrow to the cotter;
And once again Chocorua's horn
Of shadow pierced the water.

Above his broad lake Ossipee
Once more the sunshine wearing,
Stooped, tracing on that silver shield
His grim armorial bearing."

And many are the weary ones who still come here

"To drink the wine of mountain air
Beside the Bearcamp Water."

Whiteface (4,007 ft. high) is the most imposing of the Sandwich Mts., and is sometimes ascended from Sandwich, although the excursion is arduous and fatiguing. The view is magnificent, embracing Winnepesaukee on the S. with the loftier peaks of the White Mts. on the N. On the N. E. is Passaconaway, a noble peak, 4,200 ft. high, which was named after the great sagamore of Pennacook, the most powerful Indian prince in northern New England, early in the 17th century. He governed a large confederacy of tribes from his seat at Pennacook (Concord), and although he strove to annihilate the English by necromantic arts, he never put his warriors in arms against them (see page 222).

Chocorua and Ossipee.

The road soon passes out to *W. Ossipee* station, on the Eastern R. R. (Route 31). It is 18 M. from Centre Harbor, by way of Sandwich. Pleasant excursions are made along Bearcamp River and into Sandwich town. Ossipee Mt. is close to the station, and the highest peak is but 2–3 M. distant. A grand view is obtained from this point, while Chocorua looms up in the N. and Ossipee Lake is in the S. W.

The by-road 2 M. beyond the Chocorua-Lake House leads to the Hammond farm, in ⅔ M., whence a plain and easy path leads up for 1½ hr. through the woods, and then for 1 hr. over the ledges to the far-viewing sharp crest of Mt. Chocorua.

Ossipee Lake is about 4 M. S. E. The road follows down the Bearcamp valley to the vicinity of the lake. In the field near Daniel Smith's farm-house (l. of the road) is an Indian mound, nearly 50 ft. in diameter, from which several skeletons and other relics have been taken

In the same field and nearer the lake are the remains of Lovewell's fort, built in the spring of 1725, and abandoned after the battle at Pequawket (Fryeburg). Just beyond this point are the shores of Ossipee Lake, a sequestered sheet of water embracing about 10 square miles, with Green Mt. rising boldly on the further shore.

* **Mt. Chocorua** (3,540 ft. high) is visited from W. Ossipee. It is 8 M. to the foot, and 6–7 M. on the way the beautiful Chocorua Lake (*Lake House,* finely situated) is passed. From this point the summits of the mountain are seen, of which "one is a rocky, desolate, craggy-peaked substance, crouching in shape not unlike a monstrous walrus (though the summit suggests more the half-turned head and beak of an eagle on the watch against some danger); the other is the wraith of the proud and lonely shape above." The ascent requires 4 M. from the foot of the mountain, and is very arduous, — the path being rugged and steep.

"How rich and sonorous that word Chocorua is! Does not its rhythm suggest the wildness and loneliness of the great hills? To our ears it always brings with it the sigh of the winds through mountain-pines. It is invested with traditional and poetic interest. In form it is massive and symmetrical. The forests of its lower slopes are crowned with rock that is sculptured into a peak with lines full of haughty energy, in whose gorges huge shadows are entrapped, and whose cliffs blaze with morning gold. On one side of its jagged peak a charming lowland prospect stretches E. and S. of the Sandwich Range, indented by the emerald shores of Winnepesaukee, which lies in queenly beauty upon the soft, far-stretching landscapes. Pass around a huge rock to the other side of the steep pyramid, and you have turned to another chapter in the book of nature. Nothing but mountains running in long parallels, or bending, ridge behind ridge, are visible, here brilliant in sunlight, there gloomy with shadow, and all related to the towering mass of the imperial Washington. . . . . There is no summit from which the precipices are so sheer, and sweep down with such cycloidal curves. It is so related to the plains on one side and the mountain-gorges on the other, that no grander watch-tower, except Mt. Washington, can be scaled to study and enjoy cloud scenery." (Starr King.)

Chocorua, the blameless prophet-chief of the Sokokis Indians, was pursued to this lofty peak by a white hunter, who was determined to kill him for the sake of the scalp-money (the colonies gave large bounties for Indian scalps). The chief pleaded for quarter, speaking of his quiet life in which he had never harmed the colonists; but when his pursuer refused to hear, and drew near to put him to death, the noble Chocorua cast one long, lingering look over the fair lands of his hunted people, and lifting up his arms invoked a solemn and terrible curse upon the country in which the English were swarming. He then leaped boldly over the tremendous precipice, and was dashed in pieces on the rocks below. Malignant and fatal diseases among the cattle, and other fell signs long troubled the towns about the mountain, while strange legends arose, and the baleful effects were for many years attributed to the merited curse of Chocorua.

33. The White Mountains and North Conway.

New York to the White Mts. (*a*) By Route 24, through New Haven, Springfield, and Wells River, to Littleton, Bethlehem, the Profile House, the Fabyan House (344 M.), the Crawford House (348 M.), and the base of Mt. Washington (350 M.).

(*b.*) By steamer to New London, thence by Route 12 to Amherst, Brattleboro, and Wells River, — thence to the Mts. as in (*a*).

(*c.*) By New London, Norwich, Worcester, and Nashua (Route 13), to Concord, and thence by Route 30. Or by the preceding way as far as Weirs, whence Lake

Winnepesaukee (Route 32) is crossed to Wolfboro', and Route 31 is followed to N. Conway. Many tourists prefer to take the night train or boat to Boston, and make their way thence to the White Mts. by a morning train.

Boston to the White Mts. (*d.*) By route 31, through Lynn, Salem, Newburyport, and Portsmouth, to N. Conway. By this route the distance from Boston to N. Conway is 137 M. ; to the Crawford House, 162 M. ; to the Glen House, 157 M.

(*e.*) By Routes 29 and 30, through Lowell, Nashua, Manchester, and Concord, to Weirs, Plymouth, and the Fabyan House. Or by crossing Lake Winnepesaukee from Weirs to Wolfboro, reach N. Conway by Route 31 (or by the stage-route from Centre Harbor).

(*f.*) By Route 31 to Wolfboro, thence crossing Lake Winnepesaukee to Weirs, and following Route 30 to Plymouth, Littleton, and the Franconia Mts., or to the Fabyan and Crawford Houses.

(*g.*) By Route 38 to Alton Bay, and thence by steamer to Wolfboro and Route 31 to N. Conway ; or to Centre Harbor and Route 32 (*ad finem*) ; or to Weirs, and thence by Route 30, as in (*f*)

Portland and the East to the White Mts. (*h.*) By Route 39 to N. Conway (60 M.), and thence by rail to the Crawford House (or by stage to the Glen).

(*i.*) By Route 40, to the village of Gorham (91 M.) ; and thence by stage to the Glen House and Crawford House.

Montreal and Quebec to the White Mts. (*j.*) By Route 40 (Grand Trunk Railway) to Gorham, 206 M. from Montreal, and 223 M. from Quebec.

By the Canadian Pacific Railway to Newport ; the Boston & Maine to Lunenburg ; and the Maine Central thence to Fabyan's and beyond.

Albany and Saratoga to the White Mts. (*k.*) By Routes 53 and 28 to Rutland, thence by Route 26 to Bellows Falls, and thence by White River Junction and Wells River to Littleton and the Fabyan House. Or via Maquam Bay.

Pedestrianism has never obtained much favor in America, but when the present *post bellum* era of prodigality and pretence has passed away, we may hope to see these mountain peaks and gorges enlivened by parties of summer ramblers who will gain health and strength from inspiring walks in the pure, sweet air. The gentry of Old England, with their ladies, are fond of passing thus through the Swiss Alps or the Scottish Highlands, and when the people here shall adopt this mode of summer travel, the physical culture of New England will reach a higher standard. Many admirable pedestrian routes may be made through the White Mts., but the tourist should have plenty of time, and be well and lightly equipped (see Introduction, IV.) A good field-glass will be found of essential service.

The White Mts. were called Agiochook ("Mts. of the Snowy Forehead and Home of the Great Spirit") by some of the Indian tribes, and Kan Ran Vugarty ("the continued likeness of a gull") by others. The Algonquins called them Waumbek (White Rock) or Waumbeket-Methna, and the natives had the utmost reverence for these mts., believing them to be the home and throne of the Great Spirit. But rarely did the Indians ascend the higher peaks, since it was reported among the tribes that no intruder upon these sacred heights was ever known to return to his people. There was a legend that the Great Spirit once bore a blameless chief and his wife in a mighty whirlwind to the summit of Agiochook, while the world below was overspread by a flood which destroyed all the people. A wilder and more recent tradition is to the effect that the great Passaconaway, the wizard-king of the wide-spread Pennacook confederation (who ruled from about 1620 to 1660), was wont to commune with celestial messengers on the summit of Agiochook, whence he was finally borne to heaven in a flaming chariot. Some authorities claim that a party of Englishmen visited these mts. in 1631-2, but the latest historians credit their discovery to Darby Field, who came up from the coast in 1642. The Indian villagers at Pequawket (Fryeburg) earnestly endeavored to dissuade him from the ascent, telling him that he would never return alive. But he pressed on with his two sea-shore Indians, passing through cloud-banks and storms until he reached the last peak, whence he saw "the sea by Saco, the gulf of Canada, and the great lake Canada River came out of." He found many crystals here, which he thought were diamonds, and from which the chain long bore the name of "the Chrystall Hills." Tradition says that in 1765 a party of 9 of Rogers' Rangers, retreating from St. Francis, were led up Israel's River into these defiles by a treacherous Indian guide, and all of them died except one, who reached the settlements with his knapsack filled with human flesh. It was said

that this party bore the great silver image taken from the church at St. Francis, and several of the early hunters made earnest quest after this sacred relic. A short legendary era followed, and then the pioneer colonists began to move into the outlying glens. In 1771 the Notch was discovered; in 1792 Abel Crawford lived on the Giant's Grave; in 1803 a small tavern was built there; and in July, 1820, a party of seven gentlemen slept on the summit of Mt. Washington, and gave the names which the principal peaks still bear. In 1819 the first bridle-path to the summit was cut, and a small stone hut was erected near that point. The Summit House was built in 1852, and the Tip-Top House was completed shortly after. In September, 1855, a small party started one afternoon to walk to the summit, and being without a guide became bewildered and lost, and one young lady died at midnight from cold and weariness. In the next August, a Delaware gentleman started from the Glen without a guide, in the afternoon, and died near the summit from exposure to a cold night storm. Late in October, 1851, a young English gentleman ascended alone from Crawford's to the summit, and fell from a great precipice into the Ammonoosuc Valley, where his mangled corpse was found. For some years the summit has been occupied during the winter as a station of the meteorological department of the U. S. Army, and the men on duty have experienced the most intense cold and watched terrific storms. The thermometer (Fahrenheit) has descended to 59 below zero, and the winds have attained a velocity of 100 M. an hour.

"The geological features of Mt. Washington possess but little interest. The rocks in place consist of a coarse variety of mica slate, passing into gneiss, which contains a few crystals of black tourmaline and quartz." The cone is covered with blocks of mica slate. The flora of the upper region is nearly identical with that of Labrador and Lapland. "The period when the White Mts. ceased to be a group of islands, or when, by the emergence of the surrounding low land, they first became connected with the continent, is of very modern date, geologically speaking." (Sir Charles Lyell.) Below the broken and distorted stratum of mica slate, the vast mass of the mountains is of granite.

North Conway.

Hotels. * Kearsarge House, 300 guests, $10-21 a week, — a fine structure, with a broad view from the central tower; * Sunset Pavilion, opposite the Episcopal church, $7-14 a week; McMillan House, S. of the village; Eastman House, $7-10 a week; N. Conway House, in the village; Intervale House, about 2 M. N., near Mt. Kiarsarge. There are over 20 large summer boarding-houses in and around N. Conway, most of which are comfortable and quiet. Their prices range from $7.00 to $12.00 a week.

Railroads. — The Eastern Division of the Boston & Maine Railroad (see Route 31) runs two express trains each way daily between Boston and N. Conway, in 5 hours. Distance, 137 M.; fare, $5. The trains are provided with Pullman parlor-cars. The Maine Central Railroad runs three trains daily each way (through the summer) between Portland and N. Conway. Distance 60 M., time 2½-3 hours (see Route 39). This line connects at Portland with steamers for Boston, and trains run W. from N. Conway to the Crawford and Fabyan Houses and the Connecticut-River Valley, traversing the White-Mountain Notch.

Stages from Glen Station every morning and also about mid-afternoon for the Glen House. Public conveyances run frequently (but irregularly) to the points of interest in the vicinity.

Post-Office and telegraph facilities are found in the village: carriages may be obtained at various livery-stables; there are several stores where most articles may be obtained; and there are four churches, Bapt., Cong., Meth., and Epis.

North Conway is a pretty village, largely composed of hotels and summer boarding-houses, situated on a natural terrace 30 ft. above the intervales of the Saco River, which is about ¾ M. distant. "On the W., the long and noble Moat Mt. guards it; on the E., the rough, less lofty, and bending Rattlesnake Ridge helps to wall it in, — unattractive enough in the

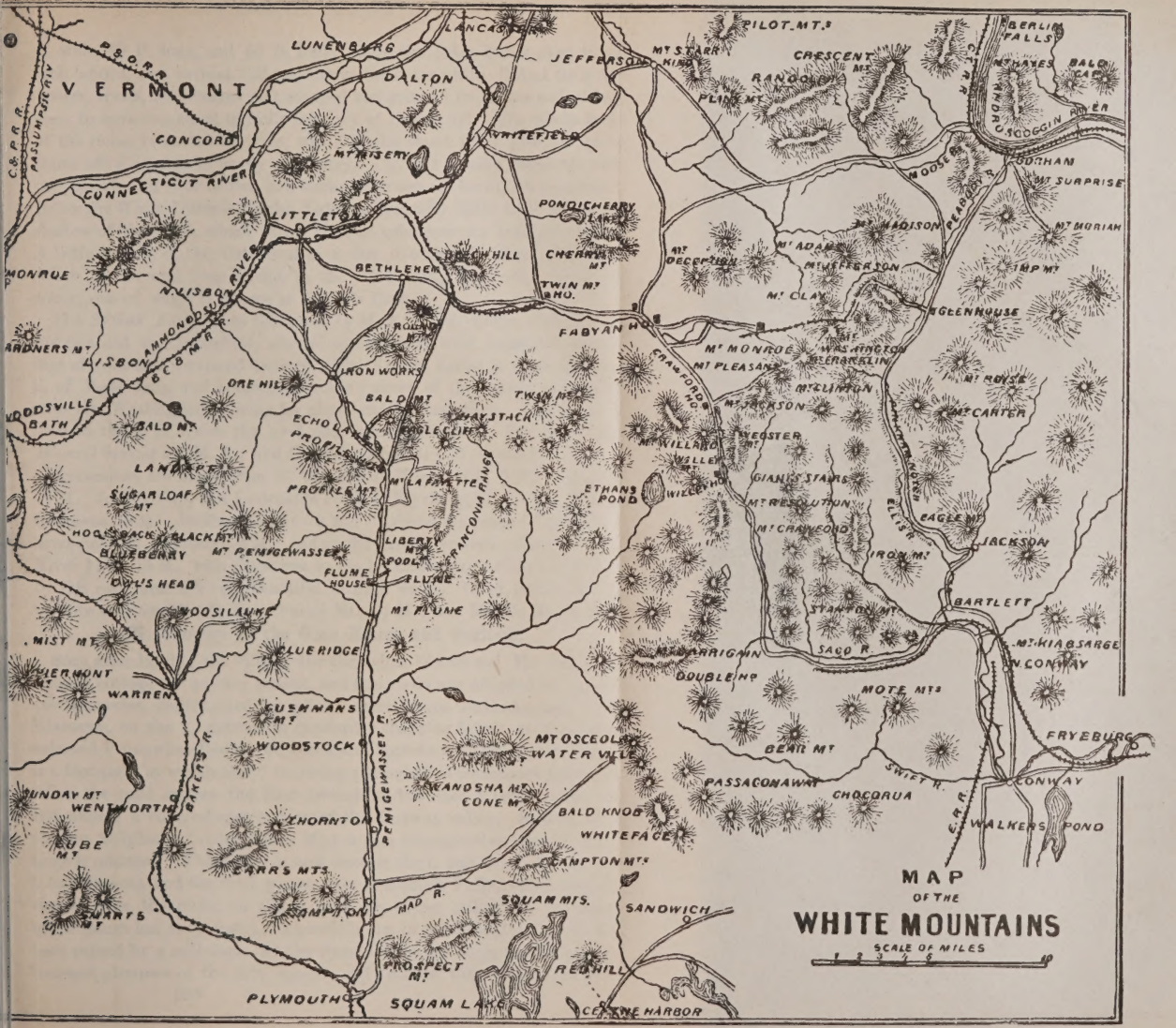
ordinary daylight, but a great favorite of the setting sun, which delights to glorify it with Tyrian drapery. On the S. W., Chocorua manages to get a peep of its lovely meadows. Almost the whole line of the White Mts. proper, crowned in the centre by the dome of Mt. Washington, closes the view on the N. W. and N., — only 12 or 15 M. distant by the air. Mt. Washington does not seem so much to stand up, as to lie out at ease along the North. The leonine grandeur is there, but it is the lion not erect, but couchant, a little sleepy, stretching out his paws and enjoying the sun.

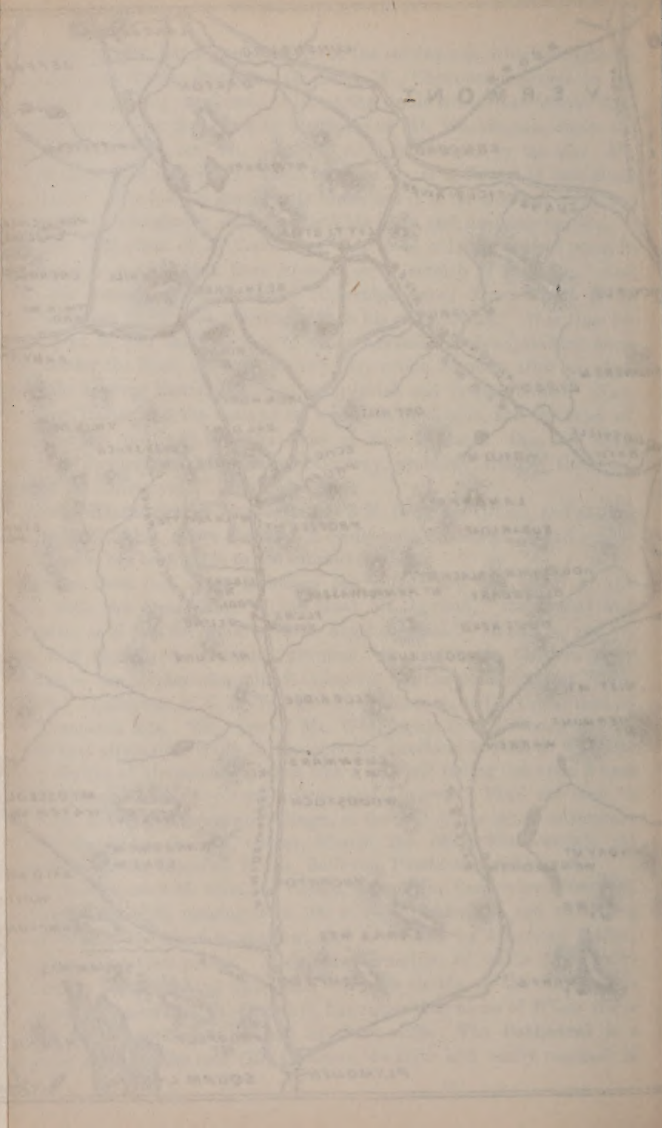
"The distinction of N. Conway is, that it is a large natural poem in landscape, — a quotation from Arcadia, or a suburb of Paradise. And then the sunsets of N. Conway! Coleridge asked Mont Blanc if he had 'a charm to stay the morning star in his steep course.' It is time for some poet to put the question to those bewitching, elm-sprinkled acres that border the Saco, by what sorcery they evoke, evening after evening, upon the heavens that watch them, such lavish and Italian bloom. Nay, it is not Italian, for the basis of its beauty is pure blue, and the skies of Italy are not nearly so blue as those of New England. One sees more clear sky in eight summer weeks in Conway, probably, than in the compass of an Italian year." (Starr King.)

Mount Kiarsarge, or *Pequawket*, is 3 M. from the village, and attains a height of 3,251 ft. above the sea. A bridle-path (horses $2.00 and guides $2.00 each) has been made to the summit (hotel).

The view from this point embraces the village and the valley of the Saco, with the great range of the Moat Mt. beyond, "its wooded wall upreared as if for the walk of some angel sentinel." In the N. and W. is a vast throng of mountains, grouped "in relation to the two great centres, — the notched summit of Lafayette and the noble dome of Washington." Lafayette is N. of W., 28 - 30 M. distant, and is the loftiest of the Franconia Mts. The view of Mt. Washington from Kiarsarge is one of the best attainable, while in the opposite direction, 100 M. S. W. "the filmy outline of Monadnock gleams like a sail just fading out upon a vast sea." Sebago Lake, Fryeburg village, and Lovewell's Pond are seen in the S. E. and E. **Kiarsarge Village,** at the foot of the mt., has summer houses, the Ridge, Russell, Orient, Merrill, &c. ($6 to $14 a week). At **Intervale** are the Intervale House, Bellevue, Pendexter, and others.

The Ledges are 3 M. from the village, beyond the Saco, where Moat Mt. terminates in cliffs ranging from 100 to 960 ft. in height, and extending nearly 5 M. The river is shallow, and is crossed by a covered bridge, near beautiful view-points. A curious formation of white rock (looking like a horse dashing up) which was once visible on the cliffs (parts of it are still seen from N. Conway), has caused the name of *White Horse Ledge* to be applied to a part of these cliffs. The **Cathedral** is a singular cavity in the rock (100 ft. above the river and easily reached) 20


VERMONT
LUNENBURG
LANCASTER
DALTON
JEFFERSON
PILOT MT.
MT STARR KING
CRESCENT MT
RANDOLPH
PLINE MT
BERLIN FALLS
MT HAYES
BALD CAP
UMBAGOG LAKE
ANDROSCOGGIN R.
CONCORD
WHITEFIELD
MT WASHINGTON
CONNECTICUT RIVER
LITTLETON
PONDICHERRY LAKE
GORHAM
MT SURPRISE
MOOSE R.
PEABODY R.
MT MADISON
MT MORIAH
MONROE
BETHLEHEM
CHERRY MT
MT DECEPTION
MT ADAMS
MT JEFFERSON
IMP MT
N. LISBON
AMMONOOSUC RIVERS
TWIN MT RHO.
MT CLAY
GLEN HOUSE
FABYAN HO
GARDNERS MT
LISBON
E.C.D.M.R.
IRON WORKS
ORE HILL
MT PLEASANT
MT WASHINGTON
CRAWFORD HO
MT CLINTON
MT JACKSON
MT WEBSTER
MT WILLARD
WILLEY HO
MT CARTER
MT HOUSE
WOODSVILLE
BATH
BALD MT
ECHO LAKE
PROFILE LAKE
HAYSTACK
EAGLE CLIFF
LANDAFF
MT LAFAYETTE
FRANCONIA RANGE
ETHANS POND
GIANTS STAIRS
MT RESOLUTION
MT CHARLEOID
EAGLE MT
JACKSON
SUGAR LOAF MT
HOOSBACK
BLACK MT
MT PEMIGEWASSET
BLUEBERRY
LIBERTY MT
POOL
FLUME
FLUME HOUSE
IRON MT
OWLS HEAD
MT FLUME
BARTLETT
WOOSILAUKE
MT STANTON
MT KIARSARGE
N. CONWAY
MIST MT
BLUE RIDGE
MT HARRIGAN
SAGO R.
DOUBLE HD
MOTE MTS
WARREN
CUSHMANS MT
MT OSCEOLA
WATER VILL
BEAR MT
FRYEBURG
WOODSTOCK
SWIFT R.
PASSACONAWAY
CHOCORUA
CONWAY
SUNDAY MT
WENTWORTH
BAKERS R.
PEMIGEWASSET R.
KANCAMAGUS HWY
CONE MT
BALD KNOB
WHITEFACE
WALKERS POND
C.R.R.
THORNTON
CUBE MT
CARRS MTS
CAMPTON MTS
SQUAM MTS.
SANDWICH
CAMPTON
MAD R.
SQUAM MTS
PROSPECT MT
RED HILL
PLYMOUTH
SQUAM LAKE
CENTRE HARBOR
MAP
OF THE
WHITE MOUNTAINS
SCALE OF MILES
1 2 3 4 5 10



ft. wide, 40 ft. long, and 60 ft. high, where the ledge bends over in an arch above, and several tall trees form the outer wall. "And truly the waters, frosts, and storms that scooped and grooved its curves and niches, seem to have combined in frolic mimicry of Gothic art. The whole front of the recess is shaded by trees, which kindly stand apart just enough to frame off Kiarsarge in lovely symmetry, — so that a more romantic resting-place for an hour or two in a warm afternoon can hardly be imagined.' Below the White-Horse is * **Echo Lake,** a beautiful little loch under the shadow of the cliffs, which throw back an echo over its tranquil waters. A little way N. of the Cathedral is a fine double fall, above and below which are several deep basins in the solid rock, filled with sparkling water, one of which is known as *Diana's Bath.*

The *Artists' Falls* are in the forest 1½ M. E. of the village, and, though insignificant in themselves, are in combination with beautiful groupings of rock and woodland scenery. The *Artists' Ledge* is some distance S. of these falls, and commands noble * views of the village and valley with Mt. Washington looming far above and beyond them. Chocorua is seen in the S. E. across the level and luxuriant valley. The White-Mt. Mineral Spring is 4 M. S.; and Conway Corner is 1 M. beyond.

Excursions are made from N. Conway to Thorn Hill, 9 M.; Dundee, 12 M.; Jockey Cap, and Lovewell's Pond, in Fryeburg, 11–13 M.; Mount Chocorua, 18 M.; Jackson Falls, 6–9 M.; "Around the Square," a favorite drive near Mt. Kiarsarge, 5 M.; and up the narrow western valley to Swift-River Falls, 18 M., with Chocorua on the l. *Champney's Falls* are visited by this road, and are very beautiful in high water. Good paths lead to the tops of Moat Mt., 6½ M.; Peaked Mt., 2½ M.; and Middle Mt., 3 M.

N. Conway to the Glen House and Gorham.

Soon after leaving the village, the Cathedral Woods and Mr. Bigelow's elegant cottage are quickly passed, and fine views are afforded of the upper intervales, undisfigured by railway trestles and embankments. Mt. Kiarsarge, on the r., appears in constantly changing forms, as the Intervale and Pequawket Houses are passed, and opposite the East Branch House is a foot-path by which this "charming pyramid" is sometimes ascended. After the road crosses the East Branch of the Saco it bends to the W. and affords a comprehensive view of the Conway valley. Shortly after passing Stilphen's (under Cedar Mt.) a fine retrospective view of Kiarsarge is afforded. *Thorn Mt.* is now seen on the r. and *Iron Mt.* on the l. (in advance), and the road passes over **Goodrich Falls,** which may be viewed from the rocks on the r. bank, or, better still, from the shore below (short but steep path). These falls are on the Ellis River, and have been ruined by a mill-dam. As the stage now passes along the Ellis River frequent glimpses of the mts. appear, and *Jackson City* is soon reached.

Jackson. — (**Wentworth Hall*, 400 guests, $21–35 a week; *Gray's Inn*, 175 guests, $8–20 a week; *Jackson-Falls House*, $10–21; *Glen-Ellis House*; and houses of C. E. Gale, J. M. Perkins, and others.)

Stages run from Glen, on the Maine Central Railroad, several times daily, to Jackson (3½ M.)

The town was settled in 1778, and in 1790 came Capt. Pinkham and five families on snow-shoes and sledges. Shortly after, Daniel Pinkham built a rude road through the notch which still bears his name, and the little settlement was called New Madbury. In 1800 this name was changed to Adams, and in 1829, when Adams and Jackson were candidates for the Presidency, and the latter received every vote (except one) in the town, it took the name of Jackson.

Many rare minerals are found here, and tin-mines have been worked on one of the hills. This central plaza in the city of hills is much frequented in summer by artists, trout-fishers, and lovers of quiet and sequestered scenery. *Jackson Falls* are close to the village (seen from the bridge over Wildcat Brook on the r.), and are very beautiful in high water. Iron Mt. is 2,900 ft. high and looms up on the l., while Tin Mt. is on the r. Eagle Mt. on the N. is rounded on the r. after leaving the village. The road now ascends through the thickening forest with the Ellis River on the l., while occasional glimpses of Carter Dome are obtained on the r. No houses are seen in this desolate pass, and 7 M. beyond Jackson the path to the Glen Ellis Fall is seen on the r. 4–5 M. beyond (with occasional glimpses of Tuckerman's Ravine and the slopes of Mt. Washington) stood the *Glen House, which was destroyed by fire in July, 1893.* "The Glen House is at the very base of the monarch, and Adams, Jefferson, Clay, and Madison bend around towards the E. with no lower hills to obstruct the impression of their height." The Glen is 1,632 ft. above the sea, and 820 ft. above Gorham, and is watered by Peabody River and surrounded by lofty peaks. On the E. is the long dark ridge of the forest-covered Carter Mt., and on the W. is the noble brotherhood of the five chief peaks of New England. Mt. Madison (5,365 ft.) is 4 M. N. W. in an air-line, and next in the majestic group comes the sharp and symmetrical pyramid of Mt. Adams (5,794 ft.). The massive crest of Mt. Jefferson (5,714 ft.) comes next, then Mt. Clay (5,553 ft.), and S. E. of the hotel the summit of Mt. Washington (6,293 ft.) is seen peering over lofty spurs and secondary peaks. "MAJ. Clay Washington" is a formula which fixes in the mind the order of these mountains. A better view is obtained by ascending for a few hundred feet the mt. behind the hotel.

Thompson's Falls are about 2 M. S. W. of the Glen House, and a guide-board on the l. shows the point where the N. Conway road is quitted, and a forest-path is entered. The falls are ¼ M. from the road, and the brook may be followed up for a considerable distance, the walk affording grand retrospective views of Mt. Washington and Tuckerman's

Ravine. Not far from these falls is the quiet and secluded basin called the *Emerald Pool.*

The * **Crystal Cascade** is gained by a path leading from the road into the forest to the r., about 1 M. beyond Thompson's Falls. There is about ½ M. of continuous ascent to the fall, which is near the mouth of Tuckerman's Ravine, and is best seen from a high and moss-covered ledge opposite.

"Down it comes, leaping, sliding, tripping, widening its pure tide, and then gathering its thin sheet to gush through a narrowing pass in the rocks, — all the way thus, from under the sheer walls of Tuckerman's Ravine, some miles above, till it reaches the curve opposite the point on which we stand, and winding around it, sweeps down the bending stairway, shattering its substance into exquisite crystal, but sending off enough water to the right side of its path to slip and trickle over the lovely, dark-green mosses that cling to the gray and purple rocks. We never look at the Crystal Cascade without revering and rejoicing over the poetry with which nature invests the birth of so common a thing as water."

A long and difficult ascent along the brook-bank leads into Tuckerman's Ravine. The Cascade falls about 80 ft.

The * **Glen Ellis Fall** is about 4 M. from the Glen House, and is gained by a plank-walk turning to the l. from the N. Conway road into the forest. This is the finest fall in the mts., and the Ellis River here plunges down 70 ft. in one thick white mass, half sunk in a deep channel which it has cut in the cliff. The steep fall of 70 ft. is prefaced by a descent of 20 ft. at a sharp angle. From the top of the cliff one sees "the slide and foam of the narrow and concentrated cataract to where it splashes into the dark green pool, 100 ft. below." A better view of this "heart of mt. wildness" is gained by descending a long series of rude steps to the edge of the pool below the fall. "It is feminine and maidenly grace that is illustrated by the Crystal Cascade; it is masculine youth, the spirit of heroic adventure, that is suggested by this stream."

The *Garnet Pools* are 1 M. N. of the Glen House, near the Gorham road, and show some curious rock-carving in the bed of the Peabody River. About 1½ M. beyond, by crossing the bridge to the l., the point is reached (near a farmhouse) where the singular appearance of a distorted human face is seen on a peak of *Imp Mt.* Gorham is 8 M. N. E. of the Glen House, with which it is connected by semi-daily stages (fare, $ 1.50) running down the valley of the Peabody River. It is 15½ M. from Glen Station, by daily stages, to the Glen House.

Gorham.

Hotels. * *Alpine House*, a first-class hotel, with livery stable, etc.

Stages to the Glen House thrice daily, and once daily to Randolph and Jefferson Hill. Mountain-wagons run irregularly to the Mt.-Washington Summit House, and over the Cherry-Mountain road.

Railroad. The Grand Trunk Railway runs to Portland (91 M.) in 4½-5 hours. By taking the train to Northumberland (31 M. N. W.), a connection is made with the Concord and Montreal Railroad, running to Lancaster and Littleton (Route 30) At North Stratford, the Grand Trunk crosses the Maine Central line, from Portland and the White Mts. to Quebec.

Gorham is a thriving village at the confluence of the Peabody and Androscoggin Rivers, on the N. side of the White Mts. and 812 ft. above the sea. It has been almost entirely created by the Grand Trunk Railway, which has its repair-shops here. "For river scenery combined with impressive mt. forms, the immediate vicinity of Gorham surpasses all the other districts from which the highest peaks are visible."

* **Mt. Hayes** is just N. E. of Gorham, and attains a height of 2,500 ft. The Androscoggin is crossed near the hotels by a suspension foot-bridge, 225 ft. long, remarkable as the work of one man (a hard-working villager), who conceived the work and executed it alone. He has also made a path to the summit of the mt. (the ascent requires 2 hours). The view is thus described: —

"The rich upland of Randolph, over which the ridges of Madison and Adams heave towards the S., first holds the eye. Next the singular curve in the blue Androscoggin around the Lary farm, arching like a bow drawn taut. Down the valley Shelburne, Gilead, W. Bethel, and Bethel, were laid into the landscape with rich mosaics of grove and grass and ripening grain, — needing a brush dipped in molten opal to paint their wavy, tremulous beauty. Directly opposite, seemingly only an arrow-shot's distance, were the russet ravines of Moriah and the shadow-cooled stairways of Carter." Mt. Washington is seen to best advantage from this point, — "Mt. Hayes is the chair set by the Creator at the proper distance and angle to appreciate and enjoy his kingly prominence."

* **Mt. Surprise** is a peak of Moriah about 1,200 ft. above Gorham, lying S. E. of the village, with a vague path leading through a fine forest to its summit (2½ M. from the hotels). Horses cannot be obtained, but good walkers can make the ascent on foot in two hours. This peak sustains the same relation to the Pinkham Notch as Mt. Willard does to the Crawford Notch. Looking up the pass, Mt. Carter is seen on the l., and the five presidential peaks on the r., with Madison, "the Apollo of the highlands," boldly advanced. On the N., in strongest contrast, are the sweet and fertile lowlands of the Androscoggin, with their peaceful farms and pastoral beauty. An almost obliterated old bridle-path leads from this crest to the summit of Mt. Moriah, 4,653 ft. above the sea. This peak is rarely visited, but is said to command a noble view.

Randolph Hill is 5 M. W. of the village, and its summit is gained by a road (Mt.-Crescent House, opened 1884). From the road and the hill-top are gained the noblest * prospects of the northern slopes, lines, and peaks of the Presidential group, especially of Madison and Adams.

Gilead is 10-12 M. from Gorham, and the drive thither is very pleasant, being alongside the river, with ever-changing hill-scenery on either hand. The *Lead-Mine Bridge* is 4½ M. E. of Gorham, near an abandoned mine, and is celebrated for its afternoon and sunset views. This point should be visited between 5 and 7 P. M. Madison, Adams, and Washington at that hour become "volcano-pictures," while the nearer summits of Moriah, Hayes, and Baldcap form their heavily outlined framework.

* **Berlin Falls** are 6 M. N. of Gorham by a pleasant river-road (or by the railway). The Androscoggin River here pours the waters of the distant Umbagog and Rangeley Lakes in "a clean and powerful tide through a narrow granite pass, descending nearly 200 ft. in the course of a mile. We do not think that in New England there is any passage of river passion that will compare with the Berlin Falls. How madly it hurls the deep transparent amber down the pass and over the boulders, — flying and roaring like a drove of young lions, crowding each other in furious rush after prey in sight." The best view is from the rocks near the stream below the falls, while the cataract is seen in mid-career from a bridge over the gorge.

From Gorham to the Notch,

by way of the Waumbek House, is 32 – 34 M., and the road is richer in scenery than any other in the mts. No stages run on this route, but wagons and drivers can be obtained at Gorham. The vast and unconcealed ranges of the five great mts. are seen for mile after mile in their most imposing forms. "First Madison and Adams come into view, and we drive directly by their base and under their summits in passing over Randolph Hill." Beyond the deep ravine in the side of Adams the castellated peak of Jefferson is seen, and soon after Mts. Pleasant, Franklin, and Monroe come into view. From Martin's, 13 M. from Gorham, Mt. Clay is visible, and just beyond is the majestic head of Washington. Near a little school-house in this vicinity, George L. Brown painted his masterpiece, "The Crown of New England," now owned by the Prince of Wales. 16 – 18 M. from Gorham is *Jefferson Hill*, "the *ultima thule* of grandeur in an artist's pilgrimage among the N. H. Mts., for at no other point can be seen the White Mts. in such array and force." The Maine Central Railroad, from Portland and N. Conway, has a station within 1½ M. of Jefferson Hill. "For grandeur and for opportunities of studying the wildness and majesty of the sovereign range, the Cherry-Mountain route is without a rival in New Hampshire," said Thomas Starr King, the gifted Unitarian divine, who wrote the admirable descriptive book called "The White Hills." Jefferson Hill has become a favorite summer-resort, the chief hotels being the Waumbek, the Plaisted House (100 guests; $ 8 – 12 a week), the Jefferson Hill and the Starr-King (70 guests each; $ 8–12 a week). It is 8 M. from Lancaster; 6 M. from the far-viewing Bray Hill; 5 M. from the Mt.-Adams House; 12 M. from the Fabyan House; and 17 M. from Gorham. The favorite excursions are the ascent of Mt. Starr King (path 2½ M. long), to Stag Hollow, Bray Hill, and the Valley Road. The view from Jefferson Hill is probably the grandest from any of the mountain-hamlets (page 429).

The road to the Notch (16 M. distant) runs S. from the Waumbek

House, and "for 5 M. from this point over the Jefferson meadows, in travelling towards the Notch, we ride in full view of every summit of the chain, seeing Washington in the centre dominant over all." The passage of Cherry Mt. is effected by a rough and tedious road, and the *White Mt. House* is reached, after which the great *Fabyan House* is passed, the Ammonoosuc River is crossed, and the carriage reaches the *Crawford House.*

There is a shorter road than this, between Gorham and the Notch, and travellers who wish to go by Jefferson Hill should have the fact understood. This route can be taken from the Glen House, without going to Gorham, by turning to the l. from the Gorham road about 2½ M. N. of the Glen House, passing around the base of Madison, and entering the Cherry Mt. road near Randolph Hill.

N. Conway to the Notch.

The route is the same as that to the Glen House as far as Bartlett Corner, where the M. C. R.R. diverges to the W., and crosses in succession the Ellis River, the Rocky Branch, and the Saco River. The latter stream is followed up to its birthplace, leading, at first, through a glen between the Moat Mt. on the l. and Stanton Mt. on the r. After crossing the Rocky Branch, the White Ledge is rounded on the r. at the E. end of Stanton Mt. Mt. Carrigain looms up far ahead with its triple peaks (the highest of which rises 4,800 ft.), and the road passes over narrow intervales, with a fine retrospect of Kiarsarge. The Chapel of the Hills (a neat little church dedicated in 1854) is passed on the l., and then the *Bartlett House*, where passengers by the morning stages took dinner. This rude glen was settled in 1777, and in 1790 was named in honor of Josiah Bartlett, a signer of the Declaration of Independence, and at that time President of N. H. The Maine Central Railroad has a station here, and large lumber-mills are in the vicinity. **Mt. Carrigain** is usually attacked from this point, by way of the Sawyer's-River glen; and the other favorite excursions are the ascents of Mts. Langdon and Tremont. Many trout are found in the adjacent brooks.

A solitary hunter named Nash, while chasing a moose on Cherry Mt., saw the Notch opening through the mts., and entered and explored it. He conceived that a road could be made through this pass to connect the upper Coös country with the coast, with which its communication was then made by a long detour around the mts. He reported his discovery to Gov. Wentworth (in 1773), who told him that if he would get a horse through the pass, he would give him a large grant of land. Nash then secured the aid of another hunter named Sawyer, and they hauled a horse through, lowering him over cliffs and driving him through the river, until they emerged here. Then Sawyer drained the rum from his bottle, and broke it against the ledge, which he named Sawyer's Rock. A road was built "with the neat proceeds of a confiscated estate," and the first article of Coös produce sent down through the Notch was a barrel of tobacco, while the first merchandise sent up from the coast was a barrel of rum.

Rounding *Hart's Ledge* the road now turns to the N. and crosses Sawyer's River, up whose valley a branch railroad runs to *Livermore*, near the foot of Mt. Carrigain. Soon after, *Nancy's Brook* is crossed by a bridge thrown over a remarkable ravine 200 ft. long, 20 ft. wide, and 35 ft. deep. This pretty brook rises in a lonely mountain tarn about 2½ M. from the road, and is named for a luckless maiden who walked one cold afternoon or night from Lancaster to this point in pursuit of a faithless lover. Wet, chilled, and deathly weary, she sat down by a tree near this brook, and was there found frozen to death. Just beyond this place, on the l., is seen the grave of Abel Crawford, "the patriarch of the mountains," a pioneer and mountain-guide of many years ago. After passing the *Mt. Crawford House*, Mts. Crawford and Resolution and the Giant's Stairs are seen on the r., the latter towering in broken masses to the height of 5,500 ft. The forest now closes in on the road, which crosses the Saco near the foot of the Giant's Stairs, and recrosses it about a mile beyond, with a fine view up the long, deep gorge to the r. Turning now to the N. W. the road enters the **Notch**, with the vast mass of Mt. Webster on the r., towering to a height of 4,000 ft., and Willey Mt. on the l. Passing over the tree-grown fragments of the mt. which have fallen in long-past avalanches, the Willey House is reached.

The great amount of travel through the Notch in winter, caused by the Coös farmers carrying their produce to the eastern towns, rendered a hotel here very desirable. So this house was built about 1820 (Spaulding says in 1793), and was occupied in 1825 by Mr. Willey. In August, 1826, after a long drought the mts. were assailed by a furious storm, which caused the river to rise rapidly, and during the night an enormous mass of earth, rocks, and trees slid from Mt. Willey into the valley. This avalanche was split by a sharp ledge back of the house, and flowed on both sides without harming it. But the family had left the house (probably fearing the swelling torrent of the Saco), and, being somewhere in the track of the slide, every person was killed. Mr. and Mrs. Willey and their 5 children, with 2 hired men, died on that fatal night, and 6 of the bodies were found, sadly mutilated. The house has been occupied since 1827, and is shown to visitors for a small fee. During storms rocks are sometimes seen plunging down from the opposite cliffs of Mt. Webster. In 1746, when a party of Rangers were marching through a valley near the more southerly of the White Mts. they were alarmed by sounds like volleys of musketry among the defiles. Skirmishing parties of scouts were sent in, who discovered that the noise was caused by falling rocks.

After leaving the Willey House, the road ascends slowly for 3 M., passes through the narrow Gate of the Notch, and stops at the * **Crawford House.** This is a large and elegant summer hotel, with accommodations for 350 guests, at $ 4.50 a day. It is situated on a plateau 1,920 ft. above the sea, and faces the Notch. Near the house are two springs within stone's-throw of each other, the waters of one of which pass to the sea by the Connecticut River, while the other empties into the Saco, and reaches the ocean on the coast of Maine. There is a pretty lakelet near the Gate of the Notch, whence flows the young Saco River.

Mt. Willard is easily ascended from this point by a carriage-road 2 M. long, and the walk upward through this forest avenue is full of pleasure.

The * * view down the Notch is wonderful, embracing two Titanic mt. walls, beginning with Webster on the l. and Willey on the r., and running S. for leagues, with haughty Chocorua, 18 – 20 M. away, closing the vista. The highway down this wild pass is marked by a slender line through the forest, and the Willey House is a mere dot on its ruin-swept lowlands. Bayard Taylor says of this view, "As a simple picture of a mountain-pass, seen from above, it cannot be surpassed in all Switzerland." Looking off to the N. E., the great peaks of the Mt. Washington group are seen, with Clinton first and nearest, and Jackson on the upper end of Mt. Webster. "And let us again advise visitors to ascend Mt. Willard, if possible, late in the afternoon. They will then see one long wall of the Notch in shadow, and can watch it move slowly up the curves of the opposite side, displacing the yellow splendor, while the dim green dome of Washington is gilded by the sinking sun 'with heavenly alchemy.'" (Starr King.)

The * **Flume Cascade** is ⅝ M. from the Crawford House, on the l. of the Notch road, and is about 250 ft. in aggregate height. It derives its name from a singular trench through which the stream flows near the bridge. The * **Silver Cascade** is about ¼ M. beyond the Flume, on the l. of the Notch road, and is one of the most beautiful falls in the mountains, especially after heavy rains. It descends 1,000 ft. in 1 M. of its course, the portion seen from the road being 300 ft. high. *Mt. Webster* has been ascended by ascending the course of this plunging torrent. The *Hitchcock Flume* is a singular chasm, which is reached by a path from the Mt.-Willard road.

The splendid * **Ripley Falls** are 6 – 7 M. from the hotel, and are gained by following up Avalanche Brook (the second which the road crosses S. of the Willey House). About 2 M. from the road, in a granite-walled ravine, the brook falls 25 – 30 ft. in 4 leaps, and then forms a cascade 108 ft. long, slipping over inclined ledges of granite into a deep pool below. About 1 M. higher is the *Sparkling Cascade.* These falls were discovered in 1858.

Gibbs's Falls are near the hotel, and are found by following up the Mt.-Washington bridle-path, and then the brook to which it leads. 10 – 15 minutes' walk up stream brings one to a pretty fall of about 30 ft., with pleasing forest accessories.

Beecher's Falls are on the slope of Mt. Field, to the r. of the hotel, and are gained by a good forest-path. The Falls extend for a long distance up the brook, and from the uppermost of them a fine view of Mt. Washington is disclosed. The *Devil's Den* is a dark cavern seen from the Notch road, near the summit of Mt. Willard. *Pulpit Rock* is on the r. of the road, near the Gate of the Notch, and several rock-profiles have been seen on the adjacent cliffs.

The * **Arethusa Falls** are on Bemis Brook, which is 2 M. N. of Bemis Station, and 6½ M. S. of the Crawford House, and are 1 M. from the railroad. The brook makes a magnificent white plunge of 176 ft., over black cliffs, and amid ancient forest scenery.

The *R. R.* runs N. from the Crawford House to the Fabyan House, connecting there with the railroad routes to the summit of Mt. Washington, the Twin-Mountain House, Bethlehem, and Littleton.

Trains also run several times daily through the Notch to N. Conway (24 M.; 1¼-1½ hrs.), one of the grandest railroad routes in America.

The * **Fabyan House** is 4 M. N. of the Notch, and accommodates 500 guests. It was built in 1872, and is 4 stories high, with a frontage of 320 ft. This structure stands on the site of the Giant's Grave, a tall mound near the Ammonoosuc River. According to tradition, an Indian once stood here at night, and swinging a torch lit from a lightning-struck tree, cried, "No pale-face shall take deep root here; this the Great Spirit whispered in my ear." A tavern was opened here about 1803, and in 1819 it was burnt, while the same fate befell another erected on its site, and Fabyan's large hotel, at the foot of the mound, was also burnt. The new hotel is larger, stronger, and better protected than its predecessors, and will probably remain. Ethan Allen Crawford, "Ethan of the Hills," a gigantic hunter and guide, lived on the Giant's Grave many years ago, and waged war on the wolves, wild-cats, bears, sables, and otters that dwelt among the surrounding hills and brooks.

The view from this point is very fine, and embraces all the presidential peaks save one, the summit of Mt. Washington being 7½ M. distant in an air-line. The other summits stretch toward the hotel in a long and rugged chain. From this point the ascent of Mt. Washington by rail is easily made. The *Upper Ammonoosuc Falls* are 3-4 M. from the hotel, by the road to Marshfield, and exhibit a beautiful scene, where white waters dash down between gray granite walls, and the vast mts. tower beyond.

The rates at the Fabyan are $4.50 a day. In the vicinity is the *Mt.-Pleasant House* ($3.50 a day), and the antiquated *White-Mountain House*. The Maine Central Railroad crosses the Concord & Montreal Railroad in front of the Fabyan. The former runs to the Crawford House, North Conway, and Portland. The latter runs to the base of Mt. Washington (6 M.), and to the Twin-Mountain House, Bethlehem, and Littleton.

The Maine Central Railroad has recently been extended from Fabyan's to *Zealand Junction* (connecting with the Zealand-Valley and the Profile-House and Bethlehem railroads) and the Twin-Mountain House, where it leaves the Ammonoosuc Valley, and swings around Cherry Mountain. At Hazen's it connects with the Whitefield & Jefferson line. Beyond its station at Whitefield, it intersects the Concord & Montreal line, at Scott's Junction, and then crosses the Connecticut River to Lunenburg, Vt. Here it connects with the St.-Johnsbury & Lake Champlain Railroad, for Maquam Bay, intersecting the route to Lake Memphremagog at St. Johnsbury.

The new extension of the Maine Central line, opened in 1891, leaves the White-Mountain Division at *Quebec Junction*, near Hazen's, and runs through Jefferson and Lancaster to North Stratford, connecting at the latter point with the Grand

Trunk Railway and the Upper Coös Railroad. The latter at Cookshire Junction crosses the Canadian Pacific Railway, from Vancouver and Montreal to Lake Megantic and St. John, N. B.; and at Dudswell Junction meets the Quebec Central line. Through trains between Quebec and the White Mts. follow this route, which passes within 1½ M. of Jefferson Hill.

The ***Twin-Mountain House**, 5 M. from the Fabyan House, looks across the valley to Mt. Hale and the North Twin Mt. 300 guests can be accommodated, at $4.50 a day; and the locality is famous as affording exemption from the attacks of hay-fever. The hotel is near the railroad-station; and is 13 M. from Jefferson Hill, 8 M. from Whitefield, and 5 M. from the Fabyan House. The *Twin Mts.* are rarely ascended, and then only with great difficulty. A new path was made in 1883.

Bethlehem.

Hotels and Boarding-Houses. — The *Sinclair House (Durgin & Co.), at the intersection of the roads to the White and Franconia Mts., is a large and finely appointed hotel, accommodating 350 guests ($3 a day; $15-25 a week). The *Bellevue* (60 guests) is on the plateau, with broad views towards Littleton and Lancaster and the White-Mountain range ($7-10 a week). The *Mount-Agassiz House* is on the Franconia road, near the Sinclair, and enjoys fine distant views ($8-14 a week). The *Strawberry-Hill House*, *Avenue House*, *Hillside*, *Bethlehem House*, *Centennial*, *Turner*, Mt.-Washington, Sunset, Howard, Alpine, Ranlett's, Blanden's, and Gilmore's, are also in or near the village. Their rates are $7-10 a week, or $2 a day for transient visitors. The Prospect House (G. W. Phillips; $7-10 a week) is on the lowlands, ½ M. N. of the street, and looks out on the White Mts. There are also several smaller boarding-houses, where from 8 to 20 guests may be accommodated, at varying rates, depending mainly on the location of rooms and the number of occupants.

Distances. — Bethlehem to the summit of Mt. Washington, 22 M.; Crawford House, 17; N. Conway, 42; Bethlehem station, 3; Littleton, 5; Whitefield, 8; Lancaster, 16; Jefferson Hill, 15; Gorham, 32; Profile House, 10; Plymouth (by stage), 39; Cruft's Ledge, 2; Wallace Hill, 3½; Kimball Hill, 5; Sugar Hill, 7½.

Routes. — The usual way for passengers from the S. is by the Concord and Montreal R. R. and its Mt.-Washington Branch, to Bethlehem Junction, where the narrow-gauge line is taken for Maplewood and Bethlehem. The morning trains from Boston, Springfield, etc., reach this point after mid-afternoon. Passengers from N. Conway to Bethlehem station go through on the Maine Central R. R., by the Notch and the Crawford and Fabyan Houses.

Of late years the hamlet of Bethlehem has become the summer-capital of the White Mts., and is annually visited by thousands of tourists. It has a capital summer newspaper, *The White-Mountain Echo*; Cong., Epis., and Meth. churches; an efficient system of water-works; several interesting summer-shops; a library; and other conveniences.

The town of Bethlehem contains 1,300 inhabitants, who are settled in three neighborhoods, the Street (or Heights), the Bridge, and the Hollow.

Along the course of the Ammonoosuc there are large lumber-mills, and the farms produce good crops of grain, potatoes, and hay. The village of Bethlehem Street is on a high plateau, 1,450 ft. above the sea, and 263 ft. above the adjacent Ammonoosuc Valley. The Street is composed of a church, several shops, and a large cluster of boarding-houses and hotels, built on the N. side of an elevated ridge which rises higher on the S. and hides the Franconia Mts. It looks out to the N. and W. for many leagues, viewing the mountains of Lancaster, the Percy Peaks, the Pilot Mts., and the great Presidential Range, whose majestic summits are finely seen. The view of the White Mts. is broader and in some respects more imposing than that from N. Conway; though the beautiful environs of the latter village give it an advantage. The superior altitude of this ridge and its exposure to the N. renders it a very cool place during the summer, even when the other mountain-resorts are visited by intense heats. For the same reason people who are afflicted with hay-fever or rose-cold find immunity from their attacks in this high pure air.

Maplewood.

* *The Maplewood*, 400 guests, $4 a day, $17 50–25 a week; *Maplewood Cottage*, $9–14 a week. Narrow-gauge railway-station near the hotels.

This great cluster of summer-hotels and cottages was founded by Mr. Isaac T. Cruft of Boston, at the eastern end of the high uplifted terrace of Bethlehem, 1½ M. from Bethlehem Street, and the same distance from Bethlehem Junction. It commands a magnificent view of Mt. Washington and the adjacent peaks, as well as of the great valley opening away toward Canada. The hotels are the most sumptuous of their kind, and attract every summer large companies of boarders. Cruft's Ledge, the observatory, and other view-points are much visited.

Franconia.

* *Forest-Hills Hotel*, $ 12.50–20 a week, a nobly situated and very commodious new summer-house on Pine Hill, for 150 guests; *Lafayette House*, 60 guests; *The Hawthorne;* and several boarding-houses. This long-drawn village, with its ancient and abandoned iron-works, is at the bottom of the glen under Mt. Lafayette, 4 M. from the Flume House, 5 M. from Bethlehem, and 5 M. from Littleton (stages). It is in the most picturesque location, with dainty bits of meadow, broad forests, and unrivalled mountain-views, and yearly attracts thousands of summer-guests. It is on the main highway from the Profile House to Bethlehem and Littleton.

Sugar Hill.

Hotels. — *Goodnow House*, 200 guests, $12-15 a week; *Sunset-Hill House*, 200 guests, $12-15 a week; Phillips House, 75 guests, $7-10; *Elm Cottage, Fair View, Echo Farm, Mapleside, Cedar Cottage*, 25 guests each, $7 a week each.

Distances. — Lisbon, 7 M.; Bethlehem, 7½; Profile House, 8; Flume, 13; Franconia (to Goodnow), 1; Littleton, 8.

Stages from Lisbon to the Sunset-Hill House; and from Littleton to the Goodnow House.

The high ridge of Sugar Hill commands perhaps the most complete view in the White-Mt. region, including both the Presidential and Franconia Ranges. It towers over the deep glen in which nestles Franconia village, and is happily exposed to cool breezes. There are many pleasant rambles and drives in the vicinity; and within a few years Sugar Hill has become one of the foremost of the White-Mt. summer-resorts. The Goodnow House and Phillips House are 1 M. from Franconia Iron Works; and 1½ M. beyond, on the crest of the long ridge, is the Sunset-Hill House, commanding very impressive views of the White and Franconia ranges, on the E., and the long line of the Green Mts. (of Vermont) on the W. Sugar Hill is exempt from hay-fever, being more than 1,500 ft. above the sea. There are many beautiful drives and rambles in this region.

The *Look-Off House* is a large new hotel, built in 1887, S. of the Sunset-Hill House, with vast and magnificent mountain-views.

Mount Washington.

Travellers who design to ascend this mt. should be careful to carry sufficient warm clothing (shawls, overcoats, &c.), for the air on the summit is often extremely cold, even in August. Daniel Webster said here, "Mt. Washington, I have come a long distance, have toiled hard to arrive at your summit, and now you seem to give me a cold reception." There are many who will echo these words. If the ascent from the Crawford House or from Randolph Hill is undertaken, a reliable guide must be secured, and an early start should be made. The view from the summit cannot be confidently counted upon, since the mt. is often enveloped in suddenly rising fogs, and the days when the remote points of view are visible are very few. A powerful field-glass will be found of material assistance.

Hotel. The *Mt.-Washington Summit House* accommodates 150-200 guests, charging $1.50 for each meal, $5 a day, $25 a week. It is a strong three-story building, heated by steam, and with telegraph and post offices.

The Railway. The lower station is 1,500 ft. below the old Ammonoosuc or Marshfield station, or 3 1-10 M. from the summit. At the same point is the terminus of the Mt.-Washington Branch R. R., from the Fabyan House and all points beyond. Morning and afternoon trains on this line connect here with the mountain-trains. The fare for the ascent or descent of Mt. Washington is $3; for the ascent and return, on the same train, $4.

There are two trains daily each way during the season, with occasional extras. Over 7,000 persons ascend by this route yearly. The engine stops to take water four times. The road and stock cost over $150,000.

This railway was built in 1866–9, on the plans of Sylvester Marsh, and a similar road has since been made up Mount Rhigi, by the Lake of Lucerne. Ammonoosuc Station is 2,668 ft. above the sea, and the track ascends 3,625 ft. in 3 M., with an average grade of 1 ft. in $4\frac{1}{3}$, and a maximum grade of 1 ft. in $2\frac{2}{3}$, or 1,980 ft. to the M. The chief peculiarity of the track is a heavy notched iron centre-rail, into which plays a centre cog-wheel on the locomotive. The steam-power is not used during the descent, but the powerful atmospheric brakes regulate the speed of the train. The cars are very comfortable, and the ascent is made in 90 minutes, during which time it is pleasant to think that, though these trains have been running for 7 years, not a single passenger has been injured. As the train slowly ascends over the trestles, pushed by the grotesque little engine, the retrospect becomes more and more beautiful, and a profound and gloomy chasm is passed on the r. The ridge between Clay and Washington is now neared, and an immense mt. amphitheatre is passed on the l., soon after which the train crawls up Jacob's Ladder, and stops at the new station and hotel on the summit of Mt. Washington.

The Ascent from the Glen House. Mountain carriages leave the Glen House morning and afternoon for the summit, which is 8 M. distant. The fare is $3 ($5 up and down), and the time of ascent 3 hrs., while the descent is made in $1\frac{1}{2}$ hrs. The road (built 1855–61) is a noble piece of engineering, winding on galleries and long curves, with an average grade of 12 ft. in 100.

Most of the route to the Ledge (4 M. up) is enclosed by forests, but beyond this point the road passes along the verge of the profound hollow called the Great Gulf. From this point the * view is superb, embracing the Peabody Glen, with the hotel lying like a snow-flake at the base of the heavy green mass of Carter Mt. "Yet the glory of the view is, after all, the four highest companion mts. of the range, Clay, Jefferson, Adams, and Madison, that show themselves in a bending line beyond the tremendous gorge, and are visible from their roots to their summits." With one exception "there is no such view to be had, east of the Mississippi, of mountain architecture and sublimity." The road now passes along the verge of the Great Gulf, with the lofty gray peaks on the r., winds and twists over dreary slopes covered with the skeletons of dead trees and the flora of Labrador, surmounts shoulder after shoulder of the storm-eaten mt., climbs the sharp, steep, supreme cone, and then the panting horses stop "on the main-top of New England.'

The Ascent from the Crawford House. (To Mt. Clinton, 3 M.; Mt. Pleasant, $4\frac{3}{4}$; Mt. Franklin, $5\frac{1}{2}$; Mt. Monroe, $6\frac{3}{4}$; Mt.-Washington Summit House, $8\frac{1}{2}$.) This route is peculiarly attractive, since it passes over several noble summits, revealing immense views. The path is well-worn, and is perfectly safe, *except in cloudy or misty weather.*

Upon leaving the hotel the ascent of Mt. Clinton is commenced, and after passing over a rude forest-path for nearly 3 M. the mossy summit is

reached (4,320 ft. above the sea). A great expanse of blue peaks is seen from this point, with bright lakes on the S. E., and Kiarsarge, "the queenly mt.," lifting its pyramidal cone in the same direction. The path winds along the crest-line of a high, bare, and ledgy ridge, and then passes around the S. side of the dome-like peak of Mt. Pleasant. A path diverges to the summit (4,764 ft. high), whence the old and disused Fabyan trail leads down to the Ammonoosuc valley. The round and grassy summit of Pleasant overlooks the whole extent of the valley. The tracks of formidable slides are seen as the path descends to another plateau, and, passing Red Pond, clambers up Mt. Franklin. The summit (4,900 ft. high) is near the path, and commands a vast prospect, terminated by Chocorua, almost due S. and 20 M. distant. Between Franklin and Monroe the path passes over a narrow ridge which is the water-shed of the Connecticut and Saco Rivers. There are one or two dangerous places on this thin and lofty escarpment, and on the r. is the deep and terrible chasm of Oakes' Gulf, while the Ammonoosuc valley stretches away on the other hand. This is one of the most remarkable points of view in the mts. Monroe is now rounded on the S. side, and the rough scramble to its E. peak (5,384 ft. high) is rewarded by another vast prospect. Mt. Washington now looms ahead as the path descends to the plateau on which are the Lake of the Clouds and Star Lake, two deep and crystalline tarns where the Ammonoosuc is born. 1½ M. from the lakes is the bleak crest of Washington, and from the E. verge of the plateau is afforded a remarkable view down Tuckerman's Ravine. There remains a sharp ascent among the rocks on the S. W. side of the peak, with a rise equal to 1,200 ft. perpendicular, and then the summit is gained.

The Route over the Northern Peaks is only practicable for strong pedestrians, who should be also efficiently guided, and should arrange to encamp for one night, since the journey is too long for a single day. The only path is that opened in 1876 by Chas. E. Lowe (who is a reliable guide), which ascends Mt. Adams from a point 8 M. W. of Gorham, on the road to Jefferson Hill. It runs 2 M. through great woods, ½ M. through thickets, and 1½ M. over bare and rocky ridges. Mt. Madison may be ascended from *Howker's*, on the N. E., but there is no path (4¼ M. to the summit). The Gordon path has disappeared, and the old Gorham guides seek the hills no more. The passage of King's Ravine is too arduous to be enjoyable. *Lowe's path* is the best route to the northern peaks, and in its course the noble pyramid of Adams is crossed, opening a striking * view. On the N. the mts. of Kilkenny, Randolph, and Gorham, with the long valley of the Androscoggin, and in the remote distance the lakes of Umbagog and Rangeley. The Glen and the green wall of Carter Mt. are on the E., while the vast dome of Washington is uplifted in the S. Crossing now the bending ridge to Mt. Jeffer-

von, a continual front view of Washington is afforded, and after passing over Jefferson the Great Gulf is seen bending around on the l. Mt. Clay is now ascended, and, after a short descent, the long slope of Washington is climbed to the summit.

The Fabyan path from the Giant's Grave to the top of Mt. Pleasant, and thence over Franklin and Monroe to Mt. Washington, is now disused; while the old bridle-path from the W. slope, and the Davis path from the Mt. Crawford House, are but rarely traversed. The railway and carriage routes are the favorites, the first being easier and cheaper, and the last being richer in scenery.

The * * view from **Mt. Washington** is the most grand and extensive in New England. In the S. is the Giant Stairs Mt. and the round top of Mt. Crawford, with Chocorua farther away, and Ossipee near the gleam of Lake Winnepesaukee, 35 M. distant. S. of W. is Mt. Carrigain, and the noble peaks of the Sandwich Range are beyond, while 100 M. away is Monadnock, "a filmy angle in the base of the sky." To the S. W. the peaks of Monroe, Franklin, Pleasant, and Clinton stretch off in a straight line, while the dark crests of Franconia fill the W., overlooked by the bald cone of Lafayette. Across the Connecticut are remote blue summits of the Green Mts., with Mt. Mansfield and the Camel's Hump, 70 M. away. Stretching toward the N. W., only a few miles distant, are Cherry Mt., Mt. Starr King, and the hills of Kilkenny, over which the graceful Percy Peaks (Stratford) are seen, "as near alike in size and shape as two Dromios." Clay, Jefferson, Adams, and Madison loom across the Great Gulf in the N. and N. W. Glimpses of the Androscoggin are next obtained, and 35-50 M. W. of N. Lake Umbagog and the Rangeley Lakes are seen, with the dim Canadian highlands far to the N. A vast area of the State of Maine is outspread in the E., and it is claimed that Mt. Katahdin may be seen "looming out of the central wilderness of Maine, cutting the yellowish horizon with the hue of Damascus steel." But Katahdin is 150 M. distant. Mts. Hayes, Moriah, and Carter are seen more surely in the N. E. The lofty hills over Chatham fill the nearer E., and the eye follows down Pinkham Notch to N. Conway on its fair meadows, with Kiarsarge impending above. Beyond are seen Lovewell's Pond, by Fryeburg, and the bright Sebago Lake, while the ocean is sometimes visible in the remote S. E., merging with the weary horizon.

***Tuckerman's Ravine** is visited from the summit, and is 1¼ M. distant by a route marked by splashes of white paint on the rocks. The Appalachian Mountain Club has had a good path made from the Crystal Cascade (see page 227) into the ravine. Another path leaves the mountain road 2 M. from the Glen, and runs in for 2½ M. The lofty curving precipice-walls reach an altitude of 1,000 ft. or more. Immense masses of snow are piled up here, and remain until August. The Crystal

Stream flows down under this incipient glacier and cuts a long arch under the hardened snow, through which one can walk for hundreds of feet. The cliffs back of the ravine are striped, after rains, with falling waters, called the "Fall of a Thousand Streams." After exploring this wonderful abyss, parties sometimes pass to the Glen House by following the Crystal Stream, with its many cascades, to the N. Conway road.

34. The Franconia Mountains and Pemigewasset Valley.

From New York to Franconia by Hartford, Springfield, Wells River, and Littleton; by Albany, Rutland, Bellows Falls, and Littleton; by Springfield, Nashua, and Concord; or by boat to New London, and thence to Brattleboro, Wells River, and Littleton. The connections are frequently changed, and the tourist should get a late time-table and railway-guide before choosing his route.

From Boston to Franconia by Routes 29 and 30, to Wells River, Littleton, and Wing Road; thence to Bethlehem Junction; thence, by narrow-gauge railroad across the wild Gale-River glen and around the rugged slopes of Mt. Lafayette to the Profile House. This is the easiest route to the Franconia Notch.

Or, leave the C. & M. R. R. at Plymouth (see page 210), and take the Pemigewasset-Valley train by Campton Village, Thornton, and W. Thornton to N. Woodstock, whence stages to the Flume House (4 M.) and Profile House (9 M.).

The * **Profile House** (1,974 ft. above the sea) accommodates 600 guests, and is one of the best of the mt. hotels. Its corridors are crowded during the summer with visitors from the coast-cities, and its dining-hall is said to be the finest in New England. This hotel is open from June 1st until the middle of October; its terms are $4.50 a day, with reductions for a long sojourn.

The * **Franconia Notch** is about 5 M. long, and less than ½ M. wide, and is on the western verge of the Franconia Range proper. "The narrow district thus enclosed contains more objects of interest to the mass of travellers than any other region of equal extent within the compass of the usual White Mt. tour. In the way of rock-sculpture and waterfalls it is a huge museum of curiosities." (STARR KING.) "The scenery of Franconia is more fantastic and beautiful than Dalecarlia or Norsland." (FREDRIKA BREMER.)

* **Echo Lake** is a short distance N. of the hotel, on the r. of the Littleton road, and is a calm, deep, and lovely sheet of transparent water, encircled by rare scenery. During the day it reflects vividly the surrounding objects, but the later hours of the afternoon are the pleasantest, when the visitor can be transported over the quiet waters and see the forest-shores and mts. in the flush of evening. Remarkable echoes are awakened here by the bugle, voice, or cannon-shots. "Franconia is more fortunate in its little tarn that is rimmed by the undisturbed wilderness, and watched by the grizzled peak of Lafayette, than in the Old Stone Face from which it has gained so much celebrity."

Bald Mt. is ascended by a neglected carriage-road, which diverges to the r. from the road about 1 M. N. of the hotel. The view from the summit is pleasing, especially just before sunset, when, besides the noble hills to the N. and the huge, conical Haystack Mt. to the E., a fine southerly prospect is given, embracing the narrow notch, with Lafayette towering on the l. and Mt. Profile on the r. Echo Lake is seen in the nearer foreground.

Profile Mt., or Mt. Cannon, is ascended by a steep foot-path S. of the hotel, in 2–3 hrs. The * view is of great beauty, including the Bethlehem heights on the N., with Haystack, Lafayette, and the Mt. Washington group on the E. and N. E. On the S., between Mts. Pemigewasset and Liberty, stretches far into the distance the fair and fruitful valley of the Pemigewasset River. On the summit is a rock which is supposed to resemble a cannon, and visitors often descend thence to the vicinity of the ledges which form the Profile. On the slope of this mt. (and reached by following the aqueduct into the woods back of the old Lafayette House) is a lively brook which exhibits some fine cascades after heavy rains. Good views of Echo Lake and Eagle Cliff, with the highland valleys to the N., may be obtained from the brookside.

** **The Profile** is best seen from a point by the roadside (marked by a guide-board) a few rods S. of the hotel. 1,200 ft. above the road, three enormous masses of rock project from the side of the mt., in the exact resemblance of the profile of an old man's face, with firmly drawn chin, lips slightly parted, and a well-proportioned nose surmounted by a massive brow. It is "a mountain which breaks into human expression, a piece of sculpture older than the Sphinx, an intimation of the human countenance, which is the crown of all beauty, that was pushed out from the coarse strata of New England thousands of years before Adam. The legend of "The Great Stone Face," as told by Hawthorne, belongs to this place. Directly below the Profile (which is 40 ft. long) and near the road, is the crystal tarn called **Profile Lake**, or the Old Man's Wash-bowl, a sequestered and beautiful sheet of water, from whose bosom is obtained a pleasing sunset view of the majestic *Eagle Cliff*. This is the best point from which to see that lofty and remarkable cliff (1,500 ft. high) which projects from the mt. opposite the Profile House. Near Profile Lake is the Trout-house, containing many tame breeding-trout.

Mt. Lafayette, "the Duke of Western Coös," is 5,259 ft. high, and is ascended by a bridle-path diverging to the l. from the road, close by the Profile House, and rounding Eagle Cliff (3¾ M. long). The path is steep and arduous, but the ascent may be accomplished in 3 to 4 hrs. After a long ascent through the dense forest which covers the lower slopes, the path emerges (near the bright waters of the *Eagle Lakes*) upon a bare and rugged tract

which affords an extensive off-look. The *view from the summit is broad and beautiful, with the Pemigewasset valley as its most pleasing feature, stretching S. to Plymouth (20 M. distant). The clustering Pemigewasset Mts. are seen in the S. W.; "but the lowlands are the glory of the spectacle which Lafayette shows his guests. The valleys of the Connecticut and Merrimac are spread W. and S. W. and S. With what pomp of color are their growing harvests inlaid upon the floor of New England!" Mts. Monadnock (90 M.) and Kearsarge (over 50 M.) are W. of S., while certain peaks of the Green Mts. of Vermont are in the distant W. In the N. W. and N. are the bright villages of Littleton and Lancaster, with the rural districts of upper Coös, while the Profile and Echo Lakes are close below in the glen over which Profile Mt. towers. The Percy Peaks are nearly due N. beyond the blue Pilot Mts., and Haystack Mt. lifts its huge mass close at hand in the N. E. E. and N. E., 15 – 20 M. distant, is the great presidential group, with Mt. Washington nobly overlooking the rest.

The ***Flume House** ($ 14 – 21 a week) is a neat and well-conducted hotel, 5 M. S. of the Profile House (frequent stages). Mt. Liberty is opposite the house, and Mt. Pemigewasset is behind it, while the rich southern valley is seen for leagues from this position. The last-named mt. is often ascended for a few hundred ft., toward the sunset hour, when "the spurs and hollows of Lafayette and his associates are lighted up by the splendor that pours into them from the west." About 2 M. N. of the Flume House a succession of pretty cascades may be found by ascending the course of a brook which crosses the road. 1½ M. N. of the house, by the roadside, is the *Basin*, a granite bowl 60 ft. in circumference and 10 ft. deep, filled with clear water. "The best way to enjoy the beauty of the Basin is to ascend to the highest of the cascades that slide along a mile of the mountain at the W. Then follow down by their pathways, as they make the rocks now white with foam, now glassy with thin, smooth, transparent sheets, till they mingle their water with the Pemigewasset at the foot, and, pouring their common treasury around the groove worn in the rocky roof, fall with musical splash into the shadowed reservoir beneath."

The Pool is gained in 20 minutes by a path leading into the forest opposite the house. It is a basin cut in the solid rock, 150 ft. wide and over 100 ft. below the level of the path, with 40 ft. depth of dark, cold water. Visitors can descend to the level of the water, where an eccentric hermit dwells in a rude boat. The old path to the Flume is no longer available.

***The Flume** is reached by a road diverging to the l. a short distance S. of the hotel, which runs to the foot of the lower cascade. From that point a path ascends by the smooth ledges over which the cascades glide

musically to the entrance of the Flume. A substantial plank-walk has been built along the course of the stream, which it often crosses. The ravine is about 700 ft. long, and its precipitous rock-walls are 60 to 70 ft. high. The walls are about 20 ft. apart for most of the distance, but approach each other more closely near the upper end, where the gorge is narrowed to 10 ft. The huge boulder which long hung suspended here was swept away in 1883, when a formidable slide from the mountain above rushed through the Flume. By clambering along the musical cascade to the upper end of the ravine, one can reach the edge of the cliffs above and look down into the Flume.

Georgeanna (or *Harvard*) *Falls* are S. W. of the hotel, and are reached by a forest-path that leaves the Plymouth road 1 M. S. of the hotel (guide at the farmhouse). After a long ascent which follows the stream through the forest, the falls are seen, "making two leaps of 80 ft. each, one immediately after the other, which, as we climb towards them, gleam as one splendid line of light through the trees and shrubbery that fringe the lofty cleft." From the ledge above these falls is gained "the stalwartest prospect in all Franconia."

The Profile House to Plymouth.

(Stages leave two or three times a day for N. Woodstock, where the train is taken.) The road leads through the narrow glen for 5 M., passes the Flume House, between Mts. Pemigewasset and Liberty, and then descends to a more open country. The front view is fine, "so soft and delicate are the general features of the outlook over the widening Pemigewasset valley, so rich the gradation of the lights over the miles of gently sloping forest that sweep down towards Campton!" 4 M. beyond the Flume House the rugged town of *Lincoln* is left, with its 32,456 acres of land barely supporting a resident population of 71 persons. *Woodstock* is now traversed, with Black, Blue, and Cushman's Mts. on the W., and Wanosha on the E., beyond which are glimpses of the peaks toward the White-Mt. Notch. This town has 8 or 10 boarding-houses, whose prices range from $7.00 to $10.00 a week.

Beyond Woodstock a fine * retrospect is afforded, where "the arrangement of the principal Franconia Mts. in half-sexagon — so that we get a strong impression of their mass, and yet see their separate steely edges, gleaming with different lights, running down to the valley — is one of the rare pictures in N. H. What a noble combination, — those keen contours of the Haystack pyramids, and the knotted muscles of Mt. Lafayette beyond!"

In Woodstock are the summer boarding-houses of Dura P. Pollard, A. W. Sawyer, and others, charging $6 to $10 a week; and the great Deer-Park Hotel ($14 to $21 a week). The train is taken at *N. Woodstock*, and runs S. to *W. Thornton* (Valley House) and *Thornton* (Merrill House; Foss's; Jenkins's), rich in mountain and meadow scenery.

Campton Village (*Sunset-Hill House; Hillside; Brook-Farm;* and boarding-houses of S. G. Willey, C. Cutter, F. A. Mitchell, C. G. Webster, etc., $5–10 a week) is a favorite summer-resort, very quiet and restful, surrounded by lovely scenery, and much visited by artists. At *W. Campton* is Sanborn's Hotel, and farther S. is Blair's. Welch Mt. is prominent in the landscape; the Sandwich Mts. are on the E.; and Mt. Prospect and Livermore Falls are in the vicinity (S. E. and S.). The Devil's Den is a deep cave at Campton Hollow; and the views of the Franconia Range from Durgin's Hill, and of the broad valley from the School-House Hill are much admired. Following now the Pemigewasset River, the train reaches **Plymouth** (see page 210).

Waterville (*Elliott's Mountain House*) is 12 M. N. E. of Campton, and 18 M. from Plymouth, by a road leading up the Mad-River valley. There is good trout-fishing in this rugged town (which has but 54 inhabitants), and some very romantic scenery. Portions of the Sandwich Range lie in Waterville, forming bold and picturesque mt. groups, while the lofty peak of **Osceola** (4,400 ft. high) is in the N. E. There is a path to the summit of Osceola, and the view thence is grand.

On the S. are the principal peaks of the Sandwich Range, Black Mt., White Face, and Bald Knob, with distant views of Mt. Ascutney and Winnepesaukee, the former being about S. W. Looking across the Pemigewasset valley the western hills and the distant Green Mts. are seen. In the N. W. are the Franconia Mts., with Lafayette's conical peak most conspicuous. The heavy mass of Mt. Carrigain is close at hand, and nearly N., while farther are the peaks around the Notch, with Mt. Washington and the presidential group far beyond. N. of E. are Bear and Double Head Mts., over Pinkham Notch, with Moat Mt. hiding N. Conway, and Kiarsarge towering beyond, while the eye follows the Swift River valley for 18 M. to Conway. Below Conway, and nearly 40 M. distant, is Sebago Lake, and 25 M. beyond the ocean may be seen on clear days.

The Flume, on a brook 3½–4 M. from the hotel, with Horton's Cave and the falls on Cascade Brook, are frequently visited. Adventurous parties have penetrated the forests to the N. E. to the White Mt. Notch road, while the route by Flat-Mt. Pond leads by a rude bridle-path to Sandwich (on the S.). The trail to the Notch (a guide should be taken) leaving Mt. Carrigain on the l., passes through the forest to the upper part of Sawyer's River. The course of this stream is followed until it reaches the Notch road, at a point about midway between the Upper Bartlett and Mt. Crawford Houses (3 M. from each), and about 15 M. from Waterville. The path has been cleared recently, and its N. part is made easy by the Sawyer's-River Railroad, running into the forest as far as the Swift River.

35. The Percy Peaks, Dixville Notch, and Lake Umbagog.

The station and village of **Groveton** (*Melcher House*, $2 a day, $8–10 a week) is 10 M. N. of Lancaster, and 31 M. N. of Gorham. It is near the confluence of the Upper Ammonoosuc and Connecticut Rivers, and is connected with Guildhall, the shire-town of Essex County, Vermont, by a bridge near the falls in the latter river. The town was settled in 1767, and fortified during the Revolution. Moose, Bellamy, and Cape Horn Mts. are in the vicinity, and from this point the ascent of the Percy Peaks is usually undertaken. Passengers for Dixville and the North go from Groveton by the Grand Trunk Railway, or from Lancaster by the Maine Central Railroad.

At **N. Stratford** (*Willard House*) the Grand Trunk crosses the Maine Central line, from Fabyan's to Quebec. This new route follows the Conn. River closely, crossing the thinly populated forest-town of Columbia, and then, flanking the vast mass of Monadnock Mt., enters the pretty village of *Colebrook*

(Monadnock House). The *Dix House* is at the entrance to Dixville Notch.

This town was named in honor of Sir George Colebrook, an English knight, to whom it was originally granted. It is the northern shire-town of Coös County, which has an area of 1,950 square miles, with a population of 15,580, and a valuation of $4,946,910. Although New England is the stronghold of the Republican party, it is a curious fact that Coös and the other three mountain counties, Belknap, Carroll, and Grafton, usually go Democratic by fair majorities. Colebrook has 4 churches and 1,372 inhabitants. It is said that ¼ of the potato starch in America is made in this town (by 8 factories).

Excellent trout-fishing is found on the sequestered streams in this vicinity. *Mt. Monadnock* is near the village, and may be ascended by a path leading in 4–5 M. to its summit. The *Beaver Brook Falls* are about 4 M. distant, and are well worthy of a visit.

Dixville Notch

is 10 M. S. E. of Colebrook, and is reached by a road leading up the valley of the Mohawk River, a pretty stream which affords good trout-fishing. "The Dixville Notch is, briefly, picturesque,—a fine gorge between a crumbling conical crag and a scarped precipice, —a place easily defensible, except at the season when raspberries would distract sentinels." (Theodore Winthrop.) This pass is in the town of Dixville, which has 31,000 acres of land and 32 inhabitants, with a valuation of $20,000. The Notch is not a mountain-pass, but a wonderful ravine among high hills, whose impending cliffs are worn and broken into strange forms of ruin and desolation. "At Dixville, all is decay, wreck; the hopeless submission of matter in the coil of its hungry foes." The first view of the Notch is

disappointing, since it is entered at a high level by the road which has been ascending all the way from Colebrook. No mountainous line is seen in front, and it is only after leaving the great forest and making a sharp turn to the r. and a short, steep ascent, that the high, columnar sides are seen frowning at each other across the narrow chasm. These cliffs of decaying mica slate present a scene of ruin, transitoriness, and shattered strength, that is mournful and almost repulsive.

* **Table Rock** is on the r. of the road, and is reached by a rude stairway of stone blocks called Jacob's Ladder, whose divergence from the road is marked by a guide-board near the top of the first steep rise. The Rock is 561 ft. above the road and 2,450 ft. above the sea, and is a narrow pinnacle only about 8 ft. wide at the top, with sharp, precipitous sides.

The view is very extensive from this point. Monadnock looms boldly in the W. with other and more distant summits in Vermont; the Canadian Hereford Mt. is in the N. W.; while Connecticut Lake and the Magalloway Mts. are in the N. To the E. are the broad plains of Errol and the upper Androscoggin valley. But the most impressive sight is the dreary pass below with its broken palisades seeming ready to fall at any moment. The rock-spires opposite, which are seen from the road as clearly outlined against the sky, from this point lose their sharpness of form against the dark background of a lofty hill which towers over them.

Above Table Rock a short path leads to the *Ice Cave*, a profound chasm where snow and ice may be found throughout the summer. The *Profile* is seen from a guide-board on the r. of the road, high up on the cliffs, while the Pulpit is pointed out on the l. Farther on, a board on the r. directs attention to the refreshing waters of Clear Spring, and another board on the l. points out Washington's Monument and the Pinnacle, remarkable rock-formations which have recently been developed by clearing away the forests. A sign on the l. shows the path leading to the *Flume*, where a brook runs through a gorge in the rock, which is spanned by a rustic bridge. The flume is 20 ft. deep and 10 ft. wide, and has been formed by the erosion of a trap-dike. At the foot of the Notch (which is 1½ M. long), a board directs to the r. to the *Cascades*, before which is the grove where excursion-parties usually dine. Beyond the grove is a neat rustic bridge and seat, before a small cascade, and by following a rugged path up stream on the l. (15 minutes) a cliff-side seat is reached, from which a noble series of falls are seen, descending sheer from the precipice above.

The Clear Stream Meadows are below the E. side of the Notch and present a scene of pastoral beauty that strongly contrasts with the desolate region behind.

From this point the return is usually commenced, though parties of gentlemen prepared for a forest expedition sometimes go on to *Errol Dam* (Umbagog House), 13 M. distant. A steamer leaves the Dam for the Upper Magalloway River, and also for the *Lake-Side House*, at the foot of Lake Umbagog. Winthrop tells ("Life in the Open Air") of his voyage in a

small boat to the Rangeley Lakes, passing through Umbagog, then over a 3 M. portage, and thence traversing the Lakes Welokennebacook, Allegundabagog, Mollychunkamunk, and Moosetocmaguntic to Rangeley (see Route 41). From the Lakeside House at the S. end of Umbagog, daily stages run to Bethel (see Route 40).

Connecticut Lake (*Conn. Lake House*) is 25 M. N. E. of Colebrook. It is 5½ M. long by 2½ M. wide, and abounds in fish. A small steamer plies over its waters. 4 M. N. E. through the forest is Second Lake, 2½ M. long by 2 M. wide, while still farther N. is Third Lake, covering 200 acres, and on the border of Canada is Fourth Lake, the source of the Connecticut River. The latter lake covers 3 acres, and is 2,500 ft. above the sea. S. E. of Connecticut Lake the Magalloway Mts. are seen, while from its lower end the Connecticut River ("Quonektacut," meaning Long River, or River of Pines) flows down a long cascade. These lakes are in Pittsburg, a town of 200,000 acres, with but 700 inhabitants. Game abounds in the forests, and fish in the streams.

Daily stage from Beecher Falls on M. C. R. R., in 15 M., to Conn. Lake.

36. Boston to Cape Ann.

Trains several times a day, from Union R. R. station, on Causeway Street. To Manchester, 25 M.; Gloucester, 31; Rockport, 35. Daily steamboats to and from Boston and Gloucester.

Boston to Beverly, see page 248. Thence a branch line runs N. E., with fine views of Salem harbor, by *Pride's Crossing*, *Beverly Farms*, and *W. Manchester*, where there are noble sea-side villas and estates of wealthy Bostonians. **Manchester-by-the-Sea** (*Manchester House*, $7 a week) is a quaint little maritime village, about ½ M. from the great * *Masconomo House* ($3.50 a day; $25-40 a week; billiards, bowling, sail-boats, telegraph, gas), near Eagle Head, the Singing Beach, etc. It stands on a fine headland, with a vast sea-view. The beach is hard and smooth. Interesting drives landward. **Magnolia** (*Magnolia, Hesperus, Ocean-Side, and Blynman Houses*, $12-20 a week each; *Oak-Grove, Sea-View*, and *Willow Cottage*, $8-12 each), 2-2½ M., from the obscure Magnolia station, is a very popular summer-resort, on fine rocky bluffs over the sea, and near Norman's Woe (see page 246). Wm. M. Hunt's picturesque studio, *The Hulk*, is here; and his disciples still haunt the adjacent cliffs and forests. James Freeman Clarke's summer-home is near by. Beyond dreary hills, the ridge of "the land of rocks and roses" (Cape Ann), the train reaches

Gloucester. — (*Pavilion*, $10-20: *Belmont; Ocean; Mason House;* each $7-10 a week.) At *Good-Harbor Beach*, Bass-Rock House (1½ M. out, $12-21 a week). At *E. Gloucester*, Harbor-View, Delphine, Fair-View Houses (1½-2 M. out, and $7-15 a week each), and others.

Gloucester, the foremost fishing port in the world, stands on a fine harbor of Cape Ann, and has 25,000 inhabitants, 22 churches, 6 banks, and several newspapers. It is the end of the famous **North Shore**, lined with patrician Bostonian villas, and celebrated in art, poetry, and history.

The City Hall is a new and elegant structure of brick, in the modern French style of architecture. The inner harbor is guarded by Ten Pound Island, and presents a rare scene of bustle and activity, being the very home of schooners. The outer harbor is protected from the sea by *Eastern Point*, with its lighthouse and fort, while on the W. shore is the Stage Fort (erected during the Secession War) from which is obtained a pretty view of the harbor and town. Directly across the harbor from the city is *E. Gloucester*, from whose rugged hills the compact streets, with the church-spires and the Collins School and lofty City Hall, make a pretty scene (the best near views are from Rocky Neck). Several large summer boarding-houses are scattered over the E. Gloucester peninsula, which has wild and rugged scenery on the seaward side. On Little Good Harbor is a beach, at the S. end of which are the *Bass Rocks*, where the surf rolls in grandly after an easterly gale. The City Hall Tower overlooks the pretty suburbs of Brookbank and Steepbank, and views the open sea beyond E. Gloucester. Within 5 minutes' walk of the City Hall is Fort Point, a small, rocky promontory covered with fish-flakes, with the remains of an old fort on its highest point. Near by (and 3 minutes' walk from the *Mason House*) is a curving beach, facing the surf from the inner harbor and partly occupied by the *Pavilion Hotel*, of which Lady E. S. Wortley said, "It is very much like being afloat in a line-of-battle ship, we are so close to the grand old Atlantic."

Beacon Pole Hill, close to the city on the Annisquam road, commands an extensive and interesting prospect of Gloucester, the bare, bleak hills of the cape, and the waters and shores to the N. and S. Beyond the hill is the hamlet of *Riverdale*.

John Murray, the "Apostle of Universalism," planted that sect in America in 1770, and preached for several years in this church. In the old Universalist Church is a curious organ, which was captured during the Revolution by a privateer. It is 4 ft. high, and is played by turning a crank, its capacity being 30 tunes. In the First Parish Church (founded 1642) is a British cannon-ball, fired into the town in 1775.

The pleasantest excursion about Gloucester is to *Norman's Woe* and *Rafe's Chasm*. About 2 M. from the city, a small road turns off to the l. from the Manchester road, and soon, losing all evidences of carriage-travel, runs into a sequestered path in the borders of the forest and by the edge of the sea. The dark and frowning mass of rocks soon seen, surrounded by the sea, is Norman's Woe, the scene of Longfellow's poem, "The Wreck of the Hesperus."

"It was the schooner Hesperus
That sailed the wintry sea.
. . . . . .
"And fast through the midnight dark and drear,
Through the whistling sleet and snow,
Like a sheeted ghost the vessel swept
Tow'rds the reef of Norman's Woe."
. . . . . .

Following the precipitous, rocky shore about 1 M. S. W. of the reef, one comes to * Rafe's Chasm, a remarkable fissure in the great cliff which fronts the sea. It is 6 ft. wide, 40–50 ft. deep, and 100 ft. long, and the roar of the waves is appalling when they sweep through it after a storm. Some distance beyond, on the same shore, is another curious cleft in the trap-rock. The ramble may be extended to Goldsmith's Point and its summer villas, with Kettle Island and Great Egg Rock off shore, and the elegant **Magnolia House.* A little to the N. (and near the Magnolia flag-station on the railroad) is a swamp containing the rare and beautiful magnolia-trees, whose flowers are out in July.

"Around the Cape" is a favorite excursion from Gloucester, and the distance is 18 M. From Gloucester to Rockport by highway or railroad, is about 4 M. By diverging to the r. from the main road a shore-road is gained, which leads to Rockport by Whale and Loblolly Coves, passing near Thacher's and Straitsmouth Islands, with their tall lighthouses. *Thacher's Island* has two powerful Fresnel lights, in granite towers, 112 ft. high and ⅓ M. apart. There is a tradition that a rebel cruiser hit one of these lanterns with a cannon-shot during a dark night of the Secession War.

Rockport (*Abbott House*) is a well-named town of about 4,000 inhabitants, with 6 churches and 2 banks. From costly artificial harbors along this rock-bound coast, great quantities of granite are shipped to all parts of the Union. 2 M. N. of this village is the summer-resort of *Pigeon Cove* (stages from Rockport station), with the Pigeon Cove, Ocean View, and Linwood Hotels (60–75 guests each; $12–15 a week). This was formerly a favorite resort of the great divines of the liberal sects,—Chapin, Starr King, Bartol, and others,—and has grown rapidly in popularity. The rocky shores furnish an endless variety of scenery, and the surf, after stormy weather, is grand in its power. Phillips Avenue and other streets have been graded on the heights by Pigeon Cove, and a large village of summer residences (called Ocean View) has been built here.

From Ocean View, the road runs to Folly Cove, and near Folly Point, the N. limit of the Cape, to *Lanesville*, looking across the northern waters to the shores of Essex North, New Hampshire, and lower Maine. There are boarding-houses here, and a little way beyond is **Bay View**, where are large wharves, and a steam railroad running back into quarries which yield a favorite light-colored granite. On a sightly hill over the port is the elegant seaside cottage (of red and gray granite) pertaining to the Hon. B. F. Butler. Beyond is the hamlet of **Annisquam**, at the mouth of the Squam River, with summer boarding-houses and a group of villas called Cambridge Avenue, and owned by Cambridge people. It is about 4 M. to Gloucester, by Riverdale and the hill known as the Poles, and up the Squam River. The ancient canal from Squam to the harbor has been reopened. The Grand-View and Dudley Houses are at Annisquam.

Cape Ann was formerly inhabited by a small tribe of Indians, who called it Wingaersheek. It was rounded by Capt. Smith in 1614, who named it Cape Tragabigzanda in memory of a Turkish princess who had befriended him while he was wounded and a prisoner in Constantinople (1601). Prince Charles of England overruled Smith, and named the cape in honor of his royal mother. In 1625 the forest-covered promontory was settled by a colony under Roger Conant, who founded here the first Puritan church. Abandoned by Conant in favor of Salem, it was soon re-peopled by another swarm from the English hive, and incorporated in 1642 under the name of Gloucester, since most of its settlers came from the English town of that name. The colonists soon exterminated the "lyons" and drove off the Indians. 1692 was "a year memorable in the annals of mystery," and hundreds of French and Indian ghosts were thought to haunt the cape, and were often shot at but never hurt. So great was the panic that two regiments from the mainland occupied the cape. With the decline of the witchcraft delusion in Salem the superstitious mariners of Gloucester lost sight of their mysterious enemies, and the guards were withdrawn. In 1716 the first terrible marine disaster occurred, when 5 large fishing-vessels from this port were lost off the Banks with all on board. In 1774 Edmund Burke, speaking of the Massachusetts fishermen, said, "No sea but what is vexed by their fisheries, no climate that is not witness of their toils; neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm sagacity of English enterprise, ever carried their most perilous mode of hardy industry to the extent to which it has been pursued by this recent people,—a people who are yet in the gristle, and not yet hardened into manhood." In 1775 Cape Ann sent 300 men to the American army besieging Boston, and in August of that year Gloucester was bombarded for 4 hours by the British sloop-of-war "Falcon." The minute-men held the town, and captured 4 boats, a tender, and a prize schooner with 40 men from the "Falcon." The ruined town was soon repaired, and with the close of the war, the cessation of privateering, and the reduction of the national navy, the fishing-fleets were once more manned and sent out. Gloucester had included the whole cape until 1840, when Rockport became an independent town. The canal from the harbor to Squam River (first cut in 1643) was long ago abandoned as useless. In 1873 Gloucester received a city charter.

William Winter, the poet, E. P. Whipple, the essayist, and Samuel Gilman, the Unitarian divine, were born here; also, Capt. Haraden, who, with the "Pickering," swept the Bay of Biscay and the North Atlantic, and took 1,000 cannon from the British on the sea, between 1775 and 1783. Epes Sargent, the author; Henry Sargent, the painter; and other notables of the same family, came from Gloucester.

Land's End, reached by a short and charming stage-ride from Rockport, is a domain of 350 acres, fronted by rocky cliffs and sandy beaches, near Thacher's Island and Straitsmouth Island. Numerous handsome summer-villas have been erected here, and a very comfortable hotel called the *Turk's-Head Inn* (200 guests; $12 to $20 a week).

Eastern Point is another summer-resort of recent development, near Gloucester (whence stages run). *The Beachcroft* is a local inn. *Hawthorne Inn (125 guests; $10–12 a week) is a fine modern house, close to the water's edge, with broad sea-views.

Street railways run from Gloucester to various points on Cape Ann, including Eastern Point and Rockport.

Steamboats leave Central Wharf, Boston, daily at 9.30 and 2 (Sundays at 10.15), for Gloucester. Semi-daily stages run from Gloucester to Annisquam, 4 M.; Bay View, 5 M.; and Lanesville, 6 M. Daily stages to W. Gloucester, 3½ M., and Essex, 7 M. Tally-ho from Pigeon Cove to Beverly Farms.

37. Boston to Portland and St. John.

By the Eastern Division of the Boston and Maine Railroad.

This is the most interesting and easy of the routes to Maine and the Maritime Provinces. No change of cars is necessary between Boston and Bangor. Boston to Salem, 16 M.; to Newburyport, 36 M.; to Portsmouth, 56 M.; to Portland, 108 M.; to Augusta, 171 M.; to Bangor, 246 M.; to St. John, 446 M.; to Halifax, 636 M.; express-trains, Boston to Bangor, 8 hrs.

The chief advantage possessed by this line is that it runs through the large seacities of Massachusetts, with frequent views of the ocean and the northern bays. Numerous popular seaside resorts are near its track, while many connecting lines run landward from it. Fares, to Portland, $3.00; to Bangor, $6.00; to St. John, $10.00; to Halifax, $14.00.

The line nearly coincides with the route of the "Portsmouth Flying Coach Co.," established in 1762, to make weekly trips by way of the Newburyport road. The fare was 13*s.* 6*d.* to Portsmouth and 9*s.* to Newbury. President Dwight (of Yale) rode over this route in 1796, and wrote, "No part of the United States furnishes a tour equally pleasing. Nowhere is there in the same compass such a number of towns equally interesting, large, wealthy, and beautiful, or equally inhabited by intelligent, polished, and respectable people."

Two through express trains run daily each way between Boston and Bangor, 240 M.

The train leaves the Union station on Causeway Street, and runs out over Charles River on a long trestle. On the left is the track of the Boston and Lowell R. R., and on the right are the Fitchburg and the Boston and Maine tracks. The heights of Charlestown, crowned by Bunker Hill Monument, rise on the right, and the manufactories of E. Cambridge are seen on the left. Off Prison Point (Charlestown) the Fitchburg R. R. is crossed, with the State Prison close at hand, and the *McLean Asylum for the Insane* on the l. This Asylum was opened in 1818, and has extensive buildings which cost over $200,000, surrounded by pleasant grounds. It was named for a philanthropic Boston merchant, who gave $150,000 for this object and to Harvard University. After running for nearly a mile over the waters of Charles River and Miller's Creek, the line gains the Somerville meadows, and crosses the Boston and Maine track just before reaching *Somerville* station. Soon after leaving this station, Mt. Benedict and the site of the Ursuline Convent (destroyed by a mob in 1834) are passed on the l. and the train crosses the Mystic River, — with Charlestown and E. Boston on the r.

Station, *Everett*, whence the Saugus Branch diverges to the N., and passes through the suburban villages of Malden, Maplewood, Linden, Cliftondale, Saugus, E. Saugus, and Lynn Common. Near the latter village it rejoins the main line. The town of Everett was incorporated in 1870, with a population of 2,222 and a valuation of $2,000,000. From this point the track runs S. of E. to *Chelsea* station. From Boston to Chelsea the road describes a semicircle with the centre of the curve inclined to the N. W. The road formerly terminated at E. Boston, but a depot was built in the city, and a circuitous course was necessary in order to avoid the deep outer channels of the Charles and Mystic Rivers. Chelsea and Revere Beach are described in Route 2. The line soon crosses

Chelsea Creek and Saugus River, with the hotels on Chelsea (or Revere) Beach, on the r., skirts Lynn Harbor, passes W. Lynn, and stops at

Lynn.

Hotels. — Sagamore House, Seymour, Revere, etc. On the Beach, Red-Rock House and Hotel Nahant, at beginning of Nahant Long Beach. *Street-cars* to Wyoma and Peabody, Swampscott, Salem, and Marblehead, Chelsea and Boston. *Stages* to Nahant almost half-hourly. *Steamboats* to Boston twice daily.

Lynn is a busy city of 60,000 inhabitants. Part of it is on a plain near the sea, while a chain of porphyritic hills on the N. is covered with houses. Market Street, the main thoroughfare, is lined with many large commercial buildings, mostly of brick. Skilled American labor is employed here to a larger extent than in the other manufacturing cities of New England (where foreign workmen are numerous).

The city was founded in 1620, and named for Lynn Regis, in England, the home of its first pastor (1636–79). About 1750, the manufacture of ladies' shoes was commenced here by a Welchman named Dagyr, and it has since grown to vast proportions, Lynn now being the first city in the world in this branch of industry. In 1767, Lynn made 80,000 pairs of shoes; in 1810, 1,000,000 pairs; in 1865, 5,360,000 pairs; in 1880, 12,000,000 pairs; and in 1892, 30,000,000 pairs, valued at $25,000,000. The shoe-shops employ 12,000 persons and $11,000,000 in capital, besides $1,300,000 in morocco manufacturing. The Thomson-Houston electrical machinery works, at Lynn, employ 4,000 persons, with an invested capital of $3,000,000, and a yearly product valued at $12,000,000.

The ***Soldiers' Monument** is an imposing memorial (to 289 dead, out of 3,270 men sent to the war), with bronze statuary and tablets, near the City Hall. The Public Library contains 45,000 volumes: and the city has 5 newspapers and 36 churches. Its business-district was burned in 1889.

The ***City Hall**, one of the finest municipal buildings in New England, is ⅔ M. W. of the station, substantially built of brick and brownstone, with a tower. It fronts on a long and narrow Common, near which is the magnificent St. Stephen's Memorial Church (Episcopal), of red-gneiss rubble, with a very rich interior. *High Rock* is N. of the City Hall, and commands a wide view of the city and the surrounding waters. Here was the home of Moll Pitcher, a reputed sorceress, and here also, in later years, resided the Hutchinson family of singers. *Pine Grove Cemetery* is a beautiful rural burying-ground on the hills toward the "Lakes of Lynn."

The **Free Public Forest** is one of the finest and most extensive public parks in the country, standing second only to Fairmount Park in Philadelphia in size. It comprises 2,000 acres, and is the water-shed of the city's source of water-supply. Within this domain are to be found some of the most romantic and picturesque spots in New England; and it is natural scenery, entirely unaided by the art of man. New roads have been constructed through the park, and there are several miles of beautiful drives. *Dungeon Rock* is situated in the park, about 2 M. from the City Hall. Here, on one of the highest of a series of picturesque, forest-covered hills, it is said that certain pirates had their den and treasure-house, until an earthquake swallowed them up (in the 17th century). In 1852 Hiram Marble came to this hill and began to dig for treasures, under the inspiration of spiritualism and the guidance of clairvoyants. He worked here until his death in 1868, meanwhile cutting a passage into the iron-like porphyry rock 135 ft. long, 7 ft. wide, and 7 ft. high. Edwin Marble, a son of Hiram, continued the work of his father until he died in 1880. Near this point is

the Saugus River, where a forge and smelting works for working iron were erected in 1642.

The pleasantest part of Lynn is the vicinity of Nahant St. and Sagamore Hill, where there are many fine villas belonging to Boston merchants. The Oxford Club and the new Universalist Church are in this quarter, and are worthy of notice. Lynn Beach and Nahant (see page 21) are gained by way of Nahant St., while by following the shore toward the N. (a foot-path only) a line of elegant seaside villas is passed, and Swampscott is reached.

Soon after leaving Lynn, the train reaches **Swampscott,** a fashionable watering-place, which, like Nahant, is much affected by the aristocracy of Boston. Their elegant carriages and trim yachts are easily brought here (13 M. from Boston), and make land and water lively through the summer months. Numerous boarding-houses, small hotels, and cottages receive their quotas of the guests. The beaches are short and limited, but afford safe bathing, while the greater part of the shore consists of high bluffs and ragged ledges. *Phillips' Beach,* about 3 M. E. of the station, faces the open sea, and is nearly insulated by Phillips' Pond. A large cluster of cottages is built on the prominent point over Dread Ledge, from which the shore trends W., and pretty views of Nahant Bay, the peninsula of Nahant, and the islanded Egg Rock, may be gained. The yachts and village fishing-smacks are usually anchored off Fisherman's Beach and along the S. shore. (See also page 407.) Beyond Swampscott the train reaches

Salem.

Hotels. — Essex House, 170 Essex St., $2.25 a day.
Horse-cars from Essex and Washington Sts. to Peabody and Beverly, the Willows, N. and S. Salem, and Danvers. Y. M. C. A., 194 Essex St.

Salem, the mother-city of the Massachusetts colony, and a shire-town of Essex County, is favorably situated on a long peninsula between two inlets of the sea. It has 31,000 inhabitants, and while slowly gaining in wealth, it is losing its place among the cities of the State and County, by their more rapid increase. The marine aristocracy of the old East India merchants and captains still holds lines of stately old-time mansions, and the stillness and grave propriety of the city is generally noticed by the visitor. The wharves are now occupied by the few coasting-vessels which have taken the place of the great East Indiamen which formerly entered here. Boston has taken this trade away, and the city is now supported by its lately developed steam-mills and factories. There is a safe and commodious harbor before the city, which is defended by Forts Pickering and Lee, and good boating is found there. The State Normal School is situated on Broad St., and has 160 girls in attendance. Instruction of a

high order is given here without cost, on condition that each student shall teach (for a specified time) in the schools of the Commonwealth. The churches of the city are not remarkable for their architecture, although 3 of them are of stone. There are 4 Unitarian churches, and 13 others.

The **East-India Marine Hall,** on Essex St., was erected by the East-India Marine Society, 1824. It was purchased and refitted by the trustees of the Peabody Academy of Science, with funds given by George Peabody, of London, 1867; and contains the Museum of the East-India Marine Society (commenced 1799), and the Natural-History Collection of the Essex Institute, received as permanent deposits, and later accessions.

Here is a collection illustrating the orders of the animal kingdom, arranged in their proper sequence from the lowest form to the highest. The most striking features are the corals, reptiles, birds, and the Australian marsupials. On the E. side are the ethnological collections, which rank among the very highest in America, and are especially rich in South-Sea-Island implements, cloths, models, idols, domestic utensils, etc.; and Chinese, Japanese, and East-Indian life-sized models of native characters, besides the boats, clothing, utensils, implements of war and of domestic use from these countries, and from Africa, Arabia, and North and South America. The collection from Japan is the finest on exhibition in the country. In one part of the hall is a complete assortment of gods, Hindoo, Chinese, and Polynesian. The models of naval architecture are very numerous, and mark the progress from the rude Esquimau canoe to the model of the stately and heavily armed Salem East Indiaman, the "Friendship." The gallery is devoted to the Natural History and Archæology of Essex County. Nearly every species of the flora and fauna is represented, the collections of birds and native woods being especially fine. The Academy has also the best local collection of prehistoric implements and utensils of stone, bone, and clay to be found in Essex County. The Museum is open, free to the public, every week-day from 9 to 12 and from 1 to 5 o'clock. The average number of visitors for fifteen years is upwards of 35,000 annually.

The stately **Plummer Hall** (open 8.30–1, and 2.30–5), at 134 Essex St., was erected by Miss Plummer's bequest, on the site of Gov. Bradstreet's mansion, and Wm. H. Prescott's birthplace. The lower floor has a rich museum, with several Copley and Smibert portraits. Above is an elegant hall with white Corinthian columns at the sides, and some old portraits, the chief of which is a large, full-length painting of Sir William Pepperell in his favorite red costume. Oliver Cromwell, Secretary Pickering, Governors Leverett, Bradstreet, and Endicott, several early divines and ladies of the colonial era, are represented in these old portraits. There are three libraries (Athenæum, Essex Institute, and S. Essex Medical Society) in the building, with an aggregate of 22,000 volumes, the larger part of which are in the hall. The original charter of Massachusetts Bay, given by King Charles I. in 1628, is preserved here, together with sundry other quaint old documents of State. Over the main stairway is a graphic painting representing a scene in the witchcraft days. Behind Plummer Hall, and reached by passing around the building, is the oldest church edifice in the Northern States. It was built in 1634 for the First Church, of which Roger Williams was pastor, and was used for 38 years. In 1672 a new church was built, and this edifice was abandoned. It is about half as large as an ordinary parlor, and has a gallery, a high-pointed roof, diamond-paned windows, Hawthorne's and Bowditch's desks, spinning-wheels, spinnet, harpsichord, etc.

The *Roger-Williams House* is at 310 Essex St. (with a one-story shop in front). It was built in 1634, and some of the alleged witches had their preliminary trials here. Gallows Hill is 1 M. W. of the city, and commands a broad view over the harbor and surrounding country. Here 19 persons were put to death during the witchcraft delusion. In *Harmony-Grove Cemetery*, W. of Salem, George Peabody is buried; while in the village of **Peabody** (2 M. distant; horse-cars from Salem) is shown the house where he was born. The library (30,000 vols.) and collections of the *Peabody Institute* are worthy of a visit (open Wednesday and Saturday). The most notable object is the * portrait of Queen Victoria, given by her to George Peabody. It is 14 by 10 inches in size, painted on gold, and adorned with rich jewels. It cost $30,000. See also fine portrait of George Peabody.

Derby Wharf, on the S. of the city, was formerly the focal point of the E. India trade; and at its head stands the old *Custom House* where Hawthorne was employed (his birthplace was at No. 21 Union St.). The *Court House* and the *City Hall* are granite buildings near the tunnel. In the E. is the broad Washington Square, near the brownstone East Church (Unitarian) and St. Peter's Episcopal Church.

The Willows,

reached by horse-cars in ½ hr., is a rocky point, viewing the North Shore and Bay, and provided with pavilions, gardens, restaurants, a skating-rink, music, boats, etc., frequented by the Salem people. Steamboats hence to Lowell Island and Beverly, several times daily. **Juniper Point** (*Ocean-View; Juniper; Atlantic; Central*) is a cottage-colony. Forts Pickering and Lee (now in ruins) and a light-house stand on the lonely *Salem Neck*, Hawthorne's favorite haunt.

Steamboats run several times daily from the Willows 5 M. to **Baker's Island** (*The Winne-Egan*, $10 to $18 a week), a pleasant summer-resort with fishing, boating, and sea-air.

In 1626 Roger Conant left the fishing colony on Cape Ann, and built the first house on the Indian domain of Naumkeag. In 1627 the Plymouth Company granted to certain "knights and gentlemen of Dorchester, and their heirs, assigns, and associates forever, all that part of New England which lies between a great river called Merrimac, and a certain other river called Charles." John Endicott was sent over in 1628, and founded at Naumkeag the capital of this district. The colony was "called Salem from the peace which they had and hoped in it." In 1628 the First Church was formed, and in 1631 Philip Ratcliffe was scourged, had his ears cut off, and suffered banishment and confiscation of his property, "for blasphemy against the church of Salem, the mother-church of all this Holy Land." The militant disposition of the colonists was shown by the fact that during the first few years they imported £ 18,000 worth of furniture, building materials, &c., while £ 22,000 worth of arms and artillery was brought in during the same time. In 1629 there were 10 houses here, besides the governor's house, which was garnished with great ordnance, "and thus wee doubt not that God will be with us, and if God be with us, who can be against us." In midsummer, 1630, Gov. John

Winthrop arrived at Salem with 10 ships and a large number of colonists. The lovely Lady Arabella Johnson, the daughter of the Earl of Lincoln, and the wife of Isaac Johnson, the wealthiest of the colonists, was the pride of the settlement, and the flag-ship of the fleet was named for her. Before leaving England she insisted on accompanying her husband, — "Whithersoever your fatall destine shall dryve you, eyther by the furious waves of the great ocean, or by the many-folde and horrible dangers of the lande, I wyl surely not leave your company. There can no peryll chaunce to me so terrible, nor any kinde of death so cruell, that shall not be much easier for me to abyde than to live so farre separate from you." Within 3 months after the landing, this brave patrician lady died at Salem (and was buried near Bridge St.). Her husband survived her but a month.

Winthrop and Johnson moved S. to Charlestown, and thence to Boston, which soon became the chief town and capital of the colony (see page 7). Endicott, Peabody, and others remained at Salem, and built mansions near North River, and the former led the 1st Mass. Regiment (organized in Essex County, in 1636) in a bloodless and successful campaign against the turbulent Anglican colony at Merry Mount (Braintree). In 1661 the Quakers were persecuted at Salem, and in 1677 the Indians on the coast of Maine seized 20 vessels, mostly from this town, while 4 vessels escaped by battle and returned to the port, bearing 19 wounded men and several dead. The witchcraft delusion arose in 1692 in the family of Samuel Parris, pastor of the adjacent village of Danvers. His daughter and his niece accused Tituba, a slave of the household, of bewitching them, and Parris whipped her until she confessed it. Tituba's husband, under the influence of fear, charged certain other persons of the same crime, and Parris proclaimed that "the Devil hath been raized among us, and his rage is vehement and terrible, and when he shall be silenced the Lord only knows." The jail of Salem was crowded with Essex County people who had been denounced for diabolical communications. 19 persons were hung on Gallows Hill, and Giles Cory was pressed to death. Cotton Mather was a leader in these persecutions, which lasted for 16 months, until the government became aware of its error, and released the scores of prisoners from the jail. In partial extenuation of this strange delusion, it may be said that Lord Chief Justice Hale, Lord Bacon, Sir William Blackstone, Addison, Johnson, and other distinguished scholars believed in the reality of witchcraft and the propriety of its punishment by death. Quarter of the population of Salem left the town in panic, and after all was over, Parris acknowledged his error, and was dismissed by his church.

In 1774 Gov. Gage ordered the removal of the legislature from the closed port of Boston to Salem. In 1776 a British regiment landed here, designing to destroy some military stores in N. Salem, but they failed to do it. Four Essex County regiments were enrolled in the Continental army, while the fishermen of Salem armed their craft and became privateersmen, by whom 445 British vessels were taken during the Revolution. After the war, E. H. Derby built a fleet of fine ships, and opened the East India trade, which by 1818 engaged 53 Salem ships; and from this era most of the aristocracy of the city dates its origin.

Salem has given to the State, Senator Cabot, and Timothy Pickering, a Continental officer, who became successively U. S. Postmaster-General (1791–5), Secretary of War, and Secretary of State (1795–1800). He was also a U. S. Senator, 1803–11. Gov. Bradstreet, "the Nestor of New England," and Gov. Endicott, spent much of their lives in Salem. Gen. Israel Putnam, of the Continental Army; Gen. F. W. Lander, mortally wounded after leading in some brilliant actions of the War for the Union (1862); and F. T. Ward, commander of the armies of China until he was killed in the battle of Ningpo in 1862, were all natives of Salem. Also were born here, John Rogers, the sculptor; N. Bowditch, the mathematician, astronomer, and author of "The Practical Navigator"; N. I. Bowditch, the antiquarian; J. Prince and N. Adams, clergymen; Benjamin Pierce, the mathematician; the eminent merchants, Derby, Crowninshield, Phillips, and Gray; Maria S. Cummins, the novelist; John Pickering, the philologist; J. B. Felt, the annalist; and W. H. Prescott, born 1796, the author of histories of Ferdinand and Isabella, the Conquest of Mexico, the Conquest of Peru, and Philip II. of Spain, amounting to 11 octavo volumes, and translated into 5 European languages. Nathaniel Hawthorne, one of the sweetest and purest of American prose-writers, was born at Salem in 1804. After graduating from Bowdoin College (1825), he settled in Salem, and from 1838 to 1841 was in the Boston Custom House. In 1841 he joined the Brook Farm Community, and from 1843 to

1846 he lived at Concord. 1846–50 he was surveyor of the port of Salem, and 1853–57 he held the U. S. Consulate at Liverpool. He died at Plymouth, N. H., May 19, 1864. The most important of his works of romance and miscellanies are, "The Scarlet Letter," — a weird and powerful romance of the early colonial days of Massachusetts, — and "The Marble Faun," whose scene is laid in Rome, Perugia, and the Appenines.

Four branch railroads run out from Salem.

A line crosses the towns of Peabody and Lynnfield, to Wakefield on the Boston and Maine R. R. 4 trains daily pass into Boston by this route, and over the rails of the last-named company.

The Salem and Lowell R. R. runs from the station near Salem Court House, to Lowell (24 M.). Fare, 80 c.; 3 trains daily each way. This line crosses Peabody to Ipswich River, which it follows for 6–7 M., and then passes through the towns of N. Reading, Wilmington, and Tewksbury, to Lowell.

The Lawrence Branch R. R. runs 3 trains daily each way between Salem and Lawrence, through the towns of Danvers, Middleton, and N. Andover.

Another branch runs to Marblehead (4 M.), passing the Forest River Lead Works.

Marblehead is built on a peninsula of 3,700 acres, very rocky and uneven. It was incorporated in 1635, and a chronicler of that time calls it "Marmaracria, oppidum maritimum, saxis abundans." Whitefield gazed in astonishment upon its rocky hills and said, "Pray, where do they bury their dead?" The town has about 8,000 inhabitants, and is situated on the side of a narrow, deep harbor. It was formerly engaged in the fisheries, but has latterly turned its attention to the shoe-manufactory. A full regiment marched from this town to the Continental Army; the crew of the Constitution frigate was mostly enlisted here; and it is said that the town sent more men (in proportion to its population) to the Secession War than any other place in the Union. There are many quaint old colonial houses here, especially the bank building, which was raised in 1768 for an aristocratic mansion, and is but little altered. One of the churches was built in 1714, and is still used for services. (See page 408.)

In June, 1813, there occurred a desperate naval battle off this coast, between the American frigate "Chesapeake" and the British frigate "Shannon." The vessels were of about equal size, and the "Chesapeake" had sailed from Boston (with a picked-up crew) in answer to a challenge from the "Shannon." The latter vessel was splendidly handled, and after a few close broadsides, she ran alongside the "Chesapeake" and carried her by boarding, after a sharp resistance on the decks. The American Capt., Lawrence, was mortally wounded and carried below, his last words being, "Don't give up the ship." The English Capt., Broke, was so badly wounded that he retired from the service, after carrying the "Chesapeake" into Halifax in triumph, and being knighted for his gallant achievement.

Elbridge Gerry was born at Marblehead in 1744. He was a Congressman, 1776–85, and 1789–93, and signed the Declaration of Independence, but refused to sign the U. S. Constitution (1787). In 1812 he was elected Vice-President of the U. S.

At this town is laid the scene of Whittier's poem, "Skipper Ireson's Ride." Many years ago Capt. Ireson refused to take off some of his townsmen from a drifting wreck, because of the expense of feeding them all the way home. On his return the citizens tarred and feathered him, and rode him, in one of his own boats, to Salem and back, he remaining silent and unresisting. Whence the refrain,

"Old Floyd Ireson, for his hard heart,
Tarred and feathered and carried in a cart
By the women of Marblehead."

In 1775 this town was only second to Boston in population. The 14th Mass. Continental Reg., raised here and in Salem, was one of the *élite* corps of the army, and was called "the amphibious." It ferried the army across the East River by night after the defeat on Long Island, led the van in crossing the Delaware to the battle of Trenton, and escorted Burgoyne's captive army through New England. The Marblehead privateers did great service; one of them took a British ship off Boston, laden with 1,500 tons of powder and other stores. The "St. Helena," 10, while convoying a fleet to Havana, was attacked at night by the British brig, "Lively." At dawn, after a long fight, she found herself under the guns of the line-of-battle-ship "Jupiter." The captive Marbleheaders were put on board the "Lively," and 12 days later they rose and took her, and run into Havana. The Embargo (1810) ruined the maritime business of Marblehead, and at the close of the War of 1812, 500 of her sailors were in British prisons.

Great fires nearly destroyed the town in 1877 and 1888. The birthplaces of Elbridge Gerry and Judge Joseph Story are still standing. St. Michael's Episcopal Church was built in 1714; the Town-house, in 1727. In the Lee mansion (now used by the banks), Washington, Lafayette, and Jackson were guests. The well of the Fountain Inn (on Orne Street), where Sir Harry Frankland met Agnes Surriage, still exists. Visitors should see Willard's famous painting of *Yankee Doodle*, in Abbott Hall. In the Devereux Mansion, Longfellow wrote his poem, *The Fire of Driftwood*. Marblehead Neck, see page 409.

Lowell Island, 5 M. from Salem, covers 25 rocky acres, and is the seat of an Episcopal summer-home for poor children.

After leaving Salem the main line passes through a tunnel 600 ft. long, and crosses North River on a long bridge, between which and the highway bridge, a few rods down the stream, a fleet of yachts is moored for 8 months of the year. Station, *Beverly*, an ancient village which was settled in 1630, but is now chiefly known for its extensive shoe-factories, which are concentrated about the public square near the station. Lathrop St. (named after Capt. Lathrop, a native of Beverly, who fell at the head of "the Flower of Essex," in battle near Deerfield, in 1675) affords a fine marine promenade, with an extensive view over the bay, and its forts and islands.

Nathan Dane, who resided here from 1775 to 1835, was an eminent jurist. In 1787 he introduced and fought through Congress a bill excluding slavery forever from the vast domain N. W. of the Ohio River. Robert Rantoul, Jr., a powerful and popular politician, of remarkable purity of life and principles, was born here in 1805. He filled the unexpired term of Senator Webster in 1851. Dr. A. P. Peabody, the eminent Unitarian divine, was also a native of Beverly.

Station, *Wenham and Hamilton.* Wenham was settled about 1636, and its foundation was celebrated by Rev. Hugh Peters, who preached on the borders of its lake, from the text, "At Enon, near to Salem, because there was much water there." The town was called Enon for many years. An English tourist of 1686 wrote, "Wenham is a delicious paradise; it abounds with rural pleasures, and I would choose it above all other towns in America to dwell in." Wenham Lake has a world-wide reputation for its ice, which is shipped to the remotest ports. The ice is kept free from snow, and is cut when a foot thick, an acre producing about 1,000 tons, which is stored in great buildings near the shore. These ice-houses (seen to the l. from the track) have double walls of wood, filled in with saw-

dust, and preserve the ice through the heats of summer. Side-tracks run to the ice-houses by which it is carried throughout this part of the country, or to the ships at Boston. Salem gets its water-supply from this lake (the large reservoir is seen on a hill to the S. E.), and the water must be good according to one writer's *à priori* reasoning, — "of the softness and purity of the waters of Essex County there can be no doubt, for its ladies are noted for their bloom and beauty." Gail Hamilton (Miss Mary A. Dodge) resides in the town of Hamilton (named after Alexander Hamilton), a quiet farming village about 1½ M. N. E. of the station. A side-track leads here to the l. to a large and favorite Methodist camp-ground, where many thousands congregate in the month of August. It is 1 M. from the station, and its groves are filled with small cottages. 60 acres of land are included in this Asbury Camp-ground.)

A branch line runs from Wenham to *Essex*, a quaint old marine village, famous for ship-building, and near ocean-viewing hills. It was the birthplace of Rufus Choate, a brilliant orator, lawyer, and U. S. Senator. The picturesque **Chebacco Ponds** are 1 M. from *Woodbury's-Crossing* station, among forest-covered hills, and are a favorite local summer-resort; having a large hotel and boats.

The main line now crosses Ipswich River, and stops at **Ipswich** (*Agawam House*). John Norton, of whom Cotton Mather says "he spoke like Hortensius, and wrote like Abericus," was the pastor of this village from 1636 to 1652. His colleague was Nathaniel Ward, the author of the "Simple Cobbler of Agawam," who was rector of Stondon Marcy, Essex County, England, until silenced by Archbishop Laud for non-conformity. Capt. John Smith, in 1614, spoke of "the many cornfields and delightful groves of Agawam," but in 1632 a fleet of 100 canoes filled with fierce Tarratines from the Penobscot laid waste this fair Indian village and destroyed many of its people. So the coast was clear, and John Winthrop (afterwards founder of New London and first Gov. of Connecticut) bought the town of the Sagamore Masconomet for $100, and settled here in 1633.

"The people are noted for their hospitality; in summer the sea-wind blows cool over its healthy hills; and take it for all in all, there is not a better preserved specimen of a Puritan town in the ancient Commonwealth." The chief village is situated on the r. of the track, on both sides of the Ipswich River, which is crossed by two stone bridges, one of which dates from 1764. It has a fine public-library, a soldiers' monument (to 65 dead), a harbor abounding in clams, and nearly 4,000 acres of hay-producing salt-marsh. There are about 4,500 inhabitants in the town, which has hosiery-factories and 6 neat churches. This was the seat of Ipswich Female Seminary, an old and famous school "where Andover theological students are wont to take unto themselves wives of the daughters of the Puritans."

A few miles to the E., down the river, is the North Ridge on Great

Neck, and Ipswich Bluff, a favorite summer camping-ground for fishing-parties.

Station, *Rowley* (the chief village is over a mile S. W.), a town largely composed of salt marsh. It was settled in 1638 by a nomadic church, led by Ezekiel Rogers, who had been rector of Rowley in Yorkshire, and was silenced for Puritanism (non-comformity.) In 1650 he died, leaving his library to Harvard College, and his estate to the Rowley Church. The first cloth made in America was turned out from works erected by these immigrants. The line now runs across a wide and desolate moor, crosses the Parker River, passes the Oldtown Hills on the r., crosses the Newburyport R. R. (Boston and Maine), and stops at

Newburyport.

Hotels. — Wolfe Tavern, State St., $2.50 a day, $10–$15 a week. *Street-cars* to Amesbury, by Merrimac St.; and to **Plum Island** (*Plum-Island Hotel*, see page 260). *Stages* daily to Artichoke, W. Newbury (8 M.), Groveland (8 M.), Haverhill (11 M.), Oldtown, Salisbury Beach. *Steamers* to Plum Island; also to Black Rocks (in summer), whence horse-cars to Salisbury Beach. *Railroad* to Boston (see page 276).

Newburyport is an ancient sea-city, beautifully situated on a declivity facing the Merrimac River, and within 3 M. of the ocean, which is seen from its wharves and house-tops. It has about 14,000 inhabitants, and a valuation of $12,000,000. There are 16 churches, 4 banks, and 2 daily and 2 weekly newspapers. The chief retail trade is carried on in State Street, while the wholesale trade is on the water-front, which is traversed by a marginal steam-railway connected with the B. & M. Railroad track. Since the absorption of foreign commerce by Boston, Newburyport has been forced to adopt the policy of the other small cities of the coast, and sustain itself by manufactories. The E. P. Dodge shoe-factory is one of the largest in the world, and the city also has the largest comb-factory in America, and one of the foremost silver-factories, and a large street-car plant. The streets are generally broad, straight, and quiet, while great numbers of shade-trees are found in every part of the place, being cared for under the provisions of a fund left for that purpose by a public-spirited citizen. The streets which run up from the river are short, and terminate at High St., a broad and umbrageous avenue running 6 M. along the crest of the ridge, and lined with mansions of the olden time. One of these (near the head of Federal St.) was the home of Caleb Cushing, the eminent jurist and diplomatist. Near the head of Olive St. is the mansion formerly occupied by Lord Timothy Dexter, an eccentric merchant who made a large fortune by singular ventures (sending a cargo of warming-pans to the West Indies, and other speculations of a like nature). On High St., near State, is a pond covering six acres, and surrounded by a mall and terraced promenade, on which the Essex County Court House is situated. Nearly opposite is the Putnam Free School, a high school of wide reputation, and the Roman Catholic Church, while St.

Paul's Episcopal Church and the graceful Gothic Chapel of St. Anne are but a short distance beyond (on High, near Market St.). The City Hall is a large, plain building fronting on Brown Square. The handsome Y. M. C. A. building, on State Street, was erected as a memorial of G. H. Corliss, the engine-builder, by his widow, a resident of Newburyport.

The **Public Library** was founded by Josiah Little and well endowed by George Peabody. It occupies the old Tracy mansion (on State St.) where Washington, Lafayette, and other noble guests have been received in the palmy days of the place. The two upper stories are now formed into a hall, containing about 15,000 books, while on the lower story is a large public reading-room (magazines and newspapers). The Marine Museum (open daily; on State St.) contains a collection of curiosities brought in by the ships of Newburyport. Besides the usual mementoes of distant lands and peoples, there are shown some very elaborate and handsome models of ships.

Oak Hill Cemetery is a beautiful rural burying-ground on State St., beyond High. It is entered through a noble granite gateway, bearing the inscription, "Until the day break, and the shadows flee away." State St. runs out into the country, and is prolonged (under the name of the Newburyport Turnpike) through Salem and Lynn to Boston. It was formerly the road traversed by the great northern and eastern stage-lines. The Old South (Presbyterian) Church is on Federal St., and has long since entered upon its second century. In a vault under the pulpit of this church are the mortal remains of George Whitefield, the founder of the Calvinistic Methodists, who died in Newburyport in 1770. This church also has a fine whispering-gallery, only equalled by the one at St. Paul's, London (the sexton lives in the small house next to the church). The two-story wooden house back of the Old South was the birthplace of William Lloyd Garrison.

The river and harbor and neighboring sea afford fine opportunities for sailing and fishing, in the summer, which are utilized by a large fleet of pleasure-boats. A favorite drive is to the *Chain Bridge* (about 3 M. up river), a place of rare natural beauty, with the large stone mansion, "Hawkswood," on one bank, and on the other the castellated and far-viewing house occupied for several seasons by Sir Edward Thornton, the British Ambassador. Hawkswood was built by the Rev. J. C. Fletcher, author of works on Brazil, with his daughter, Julia Fletcher, the novelist. On **Deer Island,** at the end of the Chain Bridge, dwells Harriet Prescott Spofford. The *Laurels* and the *Artichoke River*, made famous by Whittier's poems and John Appleton Brown's paintings, are above Chain Bridge.

The *Devil's Den* is an old excavation in the limestone ledges, about 2 M. S. of the city (by State St.). Asbestos, amianthus, and serpentine are found there. *Dummer Academy* is about 3 M. beyond this point, and is an ancient and famous school, which was founded and endowed by Gov. Dummer in 1756. Near the Academy is Dummer Avenue, with the finest lines of elm-trees in Essex County.

3 – 4 M. from the city is the ancient and picturesque Indian Hill mansion of Ben Perley Poore, the author and journalist. This broad and rambling old house may be called the Abbotsford of New England, so many are the historic curiosities which have been gathered here. The old Garrison House is near Oldtown Green, and is a well-preserved specimen of the massive defensive architecture of the early colonial days. It was built during the 17th century, and has suffered but little change.

The continuation of High Street by Oldtown Green to Pipe-Stave Hill (which commands a broad sea-view) and Parker River, affords a drive through a well-settled rural district, which has an English air, in the carefulness of its cultivation and the antiquity of its houses. *Plum Island* is 2–3 M. E. of Newburyport, and is "a wild and fantastic sand-beach, reaching to Ipswich, 10–12 M. distant, and thrown up, by the joint power of winds and waves, into the thousand wanton figures of a snow-drift." It is joined to the city by a causeway, and has a hotel and two lighthouses, near the N. end. The beach slopes rapidly, and having a strong undertow, is not used for bathing, but the breaking of the sea on this bold shore after a storm affords a grand sight.

Salisbury Beach (horse-cars in summer) is 4 M. from Newburyport, on the N. side of the Merrimac. The farming town of Salisbury is traversed, after crossing the river. This town was settled in 1638, and named (in 1640) in compliment to its first pastor, who came from Salisbury in England. Many ancient houses are to be seen here; among others the birthplaces of Caleb Cushing and of Abigail, the mother of Daniel Webster; also the audience-room of the royal commissioners of 1699, and the provincial boundary council in 1737. A long plank-road runs across the marshes to the beach, which is 6 M. long, extending from the Merrimac to the Hampton River. The sand is hard, smooth, and gently sloping, and is well adapted for long drives, and for bathing. The low ridge of sand above the high-tide line is taken up by a line of cottages which extends for over a mile along the shore. Many tents are pitched on the sands during the summer, and Whittier's poem, "The Tent on the Beach," well describes this mode of life and the scenery in the vicinity of the beach (where its scene was laid). 1½ M. S. of the plank-road is the mouth of the Merrimac River, with the picturesque ruins of an abandoned fort (built to command the entrance), while the city of Newburyport is in full sight up the river. Plum Island and Cape Ann are seen on the S. from the beach, and Boar's Head, the Isles of Shoals, and Mt. Agamenticus on the N. and N. E. Following a custom which is now two centuries old, the people of the surrounding towns congregate here every year on a day late in August, and enjoy themselves. Sometimes more than 25,000 people assemble. Steamboats run from Newburyport to *Black Rocks.*

Newbury was settled in 1635 by a colony, under the pastor Thomas Parker,[1] which entered the river since called Parker, in the ship "Hector." There are but few towns in New England whose annals are so peaceful as are those of Newbury, which in the 238 years of its history has not felt the tread of a hostile foot, nor seen the flash of a hostile gun. The interests of the maritime village at the mouth of the Merrimac were found to be so different from those of the farming town of Newbury, that Newburyport received a separate organization in 1764. In 1772, 90 vessels were built here, but the Revolution and the drain of men for the Essex County regiments checked the prosperity of the place, and in 1788 only 3 vessels were built. President Dwight says of the village in 1796, "Indeed, an air of

[1] Parker studied at Magdalen College, Oxford, and early distinguished himself by writing two wonderful Latin books,—"De Traductione Peccatoris" and "Methodus Divinae Gratiae." When old and blind, "the Homer of New England," he had a long controversy with President Chauncey. "He went unto the immortals, in April, 1677, in the 82nd year of his age."

wealth, taste, and elegance is spread over this beautiful spot, with a cheerfulness and brilliancy to which I know no rival." Washington, Lafayette, Talleyrand, Louis Philippe of France, and other famous men were entertained here by the aristocratic families. An extensive foreign commerce was firmly established, and in 1807 the tonnage of the port was over 30,000. The Embargo fell with crushing force upon this maritime industry, and the Great Fire of 1811, which swept away 16 acres from the most densely built quarter, checked the prosperity of the town, and reduced its population to 6,388. Its valuation in 1810 was about the same as in 1870. The town grew slowly, and its Merrimac-built ships were famous throughout the world for fleetness, strength, and symmetry, and were made in large numbers until the decline of American commerce. The cotton-manufacture was commenced here in 1836, and is now the leading business of the place, although considerable attention is paid to the coasting trade, and there is a large fishing fleet belonging to the port. The carriage bridge across the Merrimac was built in 1827, and the Chain Bridge, above the city, was the first suspension bridge in America, and the second in the world. The great turnpike running to Malden Bridge and Boston was finished in 1806, at an expense of $ 420,000.

Among the natives of Newburyport were, the lawyers, Charles Jackson, Simon Greenleaf, John Lowell, Joseph Blunt, and Theophilus Parsons; the physicians, James Jackson and W. Ingalls; the inventors, Jacob Perkins and Edmund Blunt; the poets, Lucy Hooper and H. C. Knight; the authors, George Wood, George Lunt, S. L. Knapp, and Hannah F. Lee; the divines, J. Greenleaf, Bishop Clarke, Gardner Spring, G. R. Noyes, and Stephen H. Tyng; the generals, Michael Jackson (Revolutionary War, commander of the 8th Mass.), and N. T. Jackson (Secession War); and the senators, William Plumer and Tristram Dalton. Among those long resident here were Hannah F. Gould, the poetess; J. B. Gough, the temperance orator; Caleb Cushing, Rufus King, J. Q. Adams, and Harriet Prescott Spofford.

William Lloyd Garrison, "the leader of the emancipationist movement in the U. S." was born at Newburyport in 1805. He began to advocate the immediate abolition of slavery about 1830, and led the movement in that direction until it was accomplished, bravely enduring many persecutions.

Newburyport sent 1,600 soldiers against the Rebellion of 1861–5.

Gen. John Parker Boyd, the East-Indian soldier of fortune; Prof. C. C. Felton, of Harvard; and Jonathan Parsons, the theologian, were natives of Newburyport. Jetties are being built at the mouth of the river, at a cost of $400,000. The first tea was destroyed here; the first Continental-army volunteer company formed here; and the first American privateer sailed hence to sea. Near by, in Byfield, stands the house built in 1676 by Wm. Longfellow, and long occupied by the ancestors of our greatest poet. Read Mrs. Spofford's "Newburyport and its Neighborhood" (*Harper's Magazine*, July, 1875).

A noble bronze statue of George Washington was presented to Newburyport by one of its absent sons, in 1879, and now adorns the open space on High St., near the Mall. It is the masterpiece of J. Q. A. Ward, the eminent sculptor.

After leaving Newburyport, the Portland train crosses the Merrimac River at a high level, on a costly and massive new bridge, 1500 ft. long. Fine views are afforded (to the r.) of the city and river, with the ocean in the distance. Stations, *E. Salisbury* and *Seabrook*, a thinly settled town, whose territory is mostly covered with forests and salt marsh, and whose name is derived from the numerous brooks which flow through it to the sea. Many of the people are engaged in making whale-boats, and the inhabitants of the seaward part of the town (S. Seabrook) long bore an unenviable reputation. Their physiognomy, dialect, and clothing were so marked and unique that they were always recognized in the neighboring city and designated as "Algerines." A religious and educational mission was established here about 1866, and is now self-supporting and prolific in benefits. Seabrook was settled in 1638, and was often harried during the Indian wars.

Station, *Hampton Falls*, S. E. of the village of the same name, which

has a large monument erected by the State to Meshech Weare, the first President of N. H. (1776–85).

Dr. Langdon, chaplain of the N. H. regiment in the Louisburg expedition, received 10,000 acres of land in N. H. for "his services, fatigues, and dangers." He was President of Harvard University, 1774–80, and pastor at Hampton Falls, 1781–97, and at his death he left his fine library to the village church. In August, 1737, the Governor of Mass. rode to this little hamlet at the head of the Legislature and escorted by 5 troops of horse. Here, in the George Tavern, he had long conferences about the provincial boundaries, with the Governor and Legislature of N. H. The latter demanded the territory which now composes her two lower tiers of towns, which had been settled by Mass. men under Mass. charters. The Governors failed to agree, and an appeal was sent to the King, setting forth how "the vast, opulent, and overgrown province of Mass. was devouring the poor, little, loyal, distressed province of N. H." The royal heart was touched, and the King commanded Mass. to surrender two tiers of towns (28 in number) from the Conn. River to the sea.

The railroad now passes over long tracts of salt-meadow, on the E. of which is Hampton Beach and the ocean. Station, **Hampton**, an ancient village which was settled in 1638, on the Indian domain of Winnicummet, and near a block-house erected by Mass. in 1636 to mark its N. E. border. The first settlers were from Norfolk in England, and were long exposed to pitiless attacks from the Indians. The town is now a quiet and pleasant land of peace and plenty, abounding in gray old colonial mansions, and traversed by broad and level roads. The village near the station (*Union House,* good) has three churches in the old Puritan architecture. Stages run from the station, 3 M. to the S. E., to **Hampton Beach** (*Boar's-Head Hotel*, $7 to $20 a week; *Granite*, *Hampton-Beach*, *Eagle*, *Sea-View* and *De-Lancey*, $7 to $15 a week; and half-a-dozen boarding-houses, at $6–12 a week). Besides the hotels, there are many small summer cottages on and near the beach. Boar's Head is a bold bluff 70 ft. high, which projects into the sea from a stony strand, and affords the best marine views on the N. H. coast. On the S. is the long and vague line of the beaches which front Essex North and stretch by Newburyport to Cape Ann, while Mt. Agamenticus is seen in the N., beyond Rye with its village of hotels, and the Isles of Shoals are off shore on the N. E. The Boar's-Head Hotel is favorably situated on the little grassy plateau on the bluff, and has a fine sea-view. (See Whittier's poem, "Hampton Beach.")

From the vicinity of Boar's Head a sandy beach extends S. to Hampton River, where many vessels were made in the colonial days. The river forms a safe harbor for coasters, though its entrance is fringed with rocks and shoals. Its clams are famous, and water-fowl formerly abounded, while the settlement of Hampton was due to the abundance of salt hay on its marshes. Salisbury Beach begins on the S. shore of the river, and extends to the Merrimac. At half and low tide may be seen the rocks off shore, of which Whittier sings (in "The Wreck of Rivermouth"):—

"Rivermouth Rocks are fair to see,
By dawn or sunset shone across,
When the ebb of the sea has left them free
To dry their fringes of gold-green moss;

"For there the river comes winding down
From salt sea-meadows and uplands brown,
And waves on the outer rocks afoam
Shout to its waters, 'Welcome Home.'

. . . . . .

"Once, in the old Colonial days,
Two hundred years ago and more,
A boat sailed down the winding ways
Of Hampton River to that low shore."

North Beach lies to the N. of Boar's Head, and was formerly lined with fish-houses from which the hardy fishermen put out to sea in small boats. A road runs N. near this stony strand, to Little Boar's Head and Rye Beach. The beach at Hampton is composed, for the most part, of a gradual slope seaward of hard sand, affording fine facilities for surf-bathing and also for driving (at low tide). The favorite drives from Hampton, inland, are to Exeter, to the rich fruit-growing town of Greenland, to the ancient village of Hampton Falls, and to Stratham Hill.

The next railroad station is *N. Hampton*, in a sparsely populated farming town. Stages run throughout the summer to **Rye Beach**, 4 M. E.

Hotels. — * Farragut House, $4 a day, $17.50 - 21 a week; Sea-View, $15 - 25; Rising-Sun, $8 - 15; Ocean-Wave. *Boarding-houses* of J. H. Perkins, I. Marden, H. Sawyer, C. A. Jenness, L. T. Sanborn, G. H. Jenness, A. Bachelder, C. H. Coffin, and many others, at $7 - 18 a week. *Episcopal Church* of St. Andrew's-by-the-Sea. There is an admirable drive along the shore to Straw's Point, commanding a succession of interesting ocean views.

Rye is the most fashionable of the N. H. beaches, and presents an agreeable alternation of sharp and storm-worn ledges with strips of sand on which bathing is safe and pleasant. On the S. is Little Boar's Head, a sea-beaten bluff on which several fine cottages have been built, together with a large private boarding-house. A long sandy beach stretches N. E. from Jenness Beach to *Straw's Point*, which was bought a few years since by Gov. Straw, and is now occupied by the fine seaside cottages of several N. H. gentlemen. An extensive marine view is obtained from this point, from Boon-Island Light on the N. E. to Cape Ann on the S., embracing nearly 40 M. of coast. One of the Atlantic telegraph-cables ends here.

Drake is of the opinion that "the shore full of white sand, but very stony and rocky," near which Capt. Gosnold anchored (in 1602), was Rye Beach. The town of Rye was settled in 1635, and was named from the English home of some of the immigrants. In 1696 a flotilla of Indians attacked the people at Sandy Beach and killed or captured 21 of them. In the same year the colonists retaliated by attacking an Indian band while at breakfast. The hill where this action took place (to the r. of Greenland station) has ever since been called Breakfast Hill. The little town lost 38 men in the Revolutionary War. Large sea-walls of pebbles are seen near the Rye beaches, which were thrown up by the waves in the great storm which destroyed Minot's Ledge Lighthouse.

Beyond N. Hampton is **Greenland** station (*Washington House*); and several summer boarding-houses, in a small fruit-growing town. The next station is

Portsmouth

Hotels. *Rockingham House, first class, 300 guests, $20 - 25 a week; Kearsarge House; Webster House, $7 - 10 a week.

Railroads, to Saco and Portland; to Newburyport, Salem, and Boston; to N. Conway and the White Mts.; to Manchester and Concord; to Kittery and York. **Steamers** daily (in summer) in 1 hr. to the Isles of Shoals; a small ferry-boat plies between Portsmouth and the Navy-Yard. Stages run to Newcastle (3 M.) semi-daily, and Newington (5 M.) daily.

The site of Portsmouth was first visited by Capt. Pring in 1603, and afterwards by Capt. Smith in 1614. In 1623 it was settled (on Odiorne's Point) under the auspices of the Laconia Company. A small fort armed with several cannon was erected on Great Island in 1635. The town was called Strawberry Bank until 1653, on account of the abundance of strawberries which grew on its hills and around the "Great House" of the proprietor, Capt. Mason. The people chose Portsmouth as "a name most suitable for this place, it being the river's mouth, and as good as any in the land," although they probably accepted the idea from Capt. Mason, "the founder of N. H.," and proprietor of its islands, who had long been governor of the South Sea Castle, in the harbor of Portsmouth, England. The village was fortified with palisades which effectually guarded it from Indian marauders, who were repulsed by cannon in 1676. In 1696, a party landed at Sandy Beach from a fleet of canoes and killed 14 Englishmen. In 1739, the townspeople firmly resisted the annexation of N. H. to Mass., and thus secured the provincial independence of the former. In 1746, a new 16-gun battery was built near Fort William and Mary, on Great Island, and a 9-gun battery was built at Little Harbor, to resist the expected French Armada. In Dec., 1774, Sullivan took Fort William and Mary by surprise (with Rockingham County volunteers), and carried away 100 barrels of powder and 15 cannon, and in 1775 the same gentleman led the 3d N. H. Regiment to the Continental camp at Cambridge. At the close of the Revolution, De Warville found here "a thin population, many houses in ruins, women and children in rags, and everything announcing decline." A brisk era of maritime prosperity soon carried the town to a higher level, and many fine mansions were built for the new families of consequence. But the Embargo, a succession of disastrous fires, and the decline of its commerce, fully checked this tide of prosperity, and the city (chartered in 1849) has long been losing ground. Between 1853 and 1870 it lost over 1,800 inhabitants.

Portsmouth, the capital of New Hampshire from 1712 to 1807, and its only seaport, is a quaint and pleasant old city (of 10,000 inhabitants), situated on a peninsula 3 M. from the mouth of the Piscataqua River. "There are more quaint houses and interesting traditions in Portsmouth than in any other town in New England." The Mansard mania has not reached these quiet and shaded streets, and the prevailing architecture seems to be that of the colonial days. There is a fine U. S. building here, also a few neat churches, while the Parade, or Market Square, exhibits two or three specimens of curious old architecture. The city has 4 banks, 11 churches, 3 daily and 3 weekly newspapers (of which the *N. H. Gazette* is the oldest American paper continuously published, having been established in 1756). There are also manufactories of shoes, carriages, furniture, and breweries, &c. The quietness of the city, its salubrious sea-air, the pleasant drives in the vicinity, and the nearness of fine beaches, render Portsmouth a favorite and desirable summer-resort. The Athenæum (on Market Square) has about 12,000 volumes and a large reading-room. The old Church of St. John is worthy of a visit, and so is Gov. Wentworth's mansion at Little Harbor (2 M. distant). This is a large, irregular, and picturesque building (dating from 1750) which contains the old provincial council-chamber, and many quaint

relics of the past, among which some portraits by Copley will be noticed. George Washington paid a visit to this mansion while the Wentworths were still there (it passed out of their hands in 1817). Portsmouth Harbor is one of the best in New England, always free from ice, 70–80 ft. deep, and the river is ⅝ M. wide opposite the city.

Portsmouth has given to American literature, T. B. Aldrich, J. T. Fields, B. P. Shillaber, and Eliza B. Lee; to the church, Dr. Nichols and Bishop Parker; to the bar, Judges Livermore and Langdon, and the Atkinsons: to the State, Gov. Benning Wentworth, Sir John Wentworth, and Senator John Langdon; and to the navy, Commodores Parrott and Long, and Commander Craven.

St. John's Church, at Portsmouth, has a Vinegar Bible, and a communion service presented to it by Queen Caroline in 1747. Here the dole of bread, established before the Revolution, is regularly distributed to poor women after morning service every Sunday. St. John's Chapel, on State Street, has the oldest organ in America, imported from England in 1710 by Thomas Brattle, and for 80 years used in King's Chapel, Boston.

Opposite Portsmouth (steam-ferry frequently from the foot of Daniel St.) is the **U. S. Navy Yard**, on Continental Island, in the town of Kittery (Maine). It has extensive ship-houses, machine-shops, rigging-lofts, wharves, and barracks; also a dry-dock which cost $800,000.

Kittery Point village, near the Navy Yard and Fort McClary, has the ancient Pepperell, Sparhawk, and Cutts mansions, fine old colonial houses, filled with the remnants of their quaint furniture. Pepperell's tomb is near the first-named.

Sir William Pepperell was born at Kittery Point in 1696. He rose rapidly in the colonial military service until 1745, when he commanded the expedition which took Louisburg, for which he was knighted. He occupied important positions in New England, was made a lieut.-gen. in the British army, and Gov. of Mass., and died in 1759. His grandson, Sir W. P. Sparhawk, assumed the Pepperell name and inherited the vast estates, which were sequestrated in 1778, on account of his adherence to the British government in opposition to America.

The * **Isles of Shoals** are 10 M. from Portsmouth, and consist of 8 rocky islets (9 M. from the shore), the largest of which contains 350 acres. There is but little vegetation on these rugged ledges, which lift themselves out of deep water, and are surrounded by the purest and coolest sea-air.

The steamer leaves Portsmouth in the morning, and affords a fine retrospect of the city. The public works and national vessels at the Navy Yard are soon passed, and then the island-town of Newcastle (on the r.). This town was settled before 1630, and incorporated in 1693. It was the site of old Fort William and Mary, and now has Fort Constitution and the Portsmouth Light. On the l. Fort McClary is seen, on Kittery Point, and the Whale's Back Lighthouse is passed, with Frost's and Odiorne's Points on the r. As the steamer gains the open sea, the coast of Maine is seen on the N. W., trending away beyond Mt. Agamenticus. The Isles are now rapidly approached. The * *Appledore House* is a great hotel on Appledore Island, accommodating 500 guests, at $ 3.50 a day (steamers from Portsmouth 3 times daily). The * *Oceanic Hotel* (300 guests; $ 3 a day; $ 15–17.50 a week) is on **Star Island**, the former site of the vil-

lage of Gosport. Several family cottages are attached to the hotel, and leased by the season. On Star Island is a small cavern, where a woman once hid in a rocky recess while the Indians massacred the people of the settlement. It is said that she killed her two children to prevent them from discovering her to the Indians by their cries. Another point on the rocky shore was the favorite resort of a lady school-teacher, who was wont to read there, until Sept. 11, 1848, when a huge wave washed her away, to be seen no more. Fine trap-dikes are found on this island. 1 M. S. W. is *White Island*, with a powerful revolving light, 87 ft. above the water, and visible 15 M. away. Haley's (or Smutty Nose) Island is between Appledore and Star, and has the graves of 16 of the crew of the Spanish ship "Sagunto." *Duck Island* is 2 M. N. E.

The ancient stone church and the triangular marble monument to Capt. John Smith are on Star Island. On Haley's Island are several fishermen's houses. The hotels have bands of music, billiards, bowling, and a fleet of sail-boats; and a small steamboat plies between the islands. John G. Whittier, Celia Thaxter, and other authors have passed much time here.

The Isles of Shoals were discovered by Champlain in 1605, and were visited by Argall in 1613, and by Smith in 1614. The last-named mariner named them Smith's Isles, but the present name was early adopted, and in 1623 "the Isles of Shoulds" are spoken of (derived probably from the shoaling or "schooling" of the fish around the islands).

The present Appledore Island was soon colonized, and in 1640 had a considerable village of fishermen, with a church and court-house. In 1661, it had 40 families, and in 1670 the people removed to Star Island for fear of the Indians, who nevertheless destroyed the colony in 1675. In 1647, "The humble petition of Richard Cutts and John Cutting; Sheweth — That contrary to an order or act of Court, which says that no woman shall live on the Isles of Shoals, John Reynolds hath brought his wife hither, also pigs and goats." The latter were removed by order of the Court, but the woman remained. Star Island was fortified, and an extensive fishing-business arose. The fish caught and cured by the islanders were sent mostly to Spain and to the West Indies, and by 1770, the town had over 500 inhabitants. In 1870, the population had dwindled to 94, and in 1872, Star Island was purchased and depopulated.

York village is 9 M. N. E. of Portsmouth.

It is a quiet and pleasant old maritime hamlet, with several ancient houses, and a slender-spired church which was built in 1748. 4 M. N. are two quaint old garrison-houses, — while the clayey valley of York River, being fertilized with sea-weed, has some fine farms, which are noted for their apples and cider. 1½ M. from the village is **York Beach**, one of the best in New England, about 1½ M. long and formed of gently sloping hard gray sand. At its N. end Cape Neddick runs out into the sea, with a curious rocky islet called "The Nubble" off its point, and separated from it by a deep, narrow, and tide-swept channel.

Hotels. — *Marshall House*, $10–15 a week; *Harmon House* and *York-Harbor House*, at York Harbor; Norwood's, Baker's, and Whiting's boarding-houses at *Norwood Farm*, between York Harbor and Long Sands; * *Hotel Bartlett*, $10–15, a handsome house, at W. end of Long Sands, accommodating 200 guests, provided also with billiards and hot and cold sea-water baths; *Garrison House*, at

W. end of Long Sands, $8-20; *Donnell House*, middle of Long Sands; *Sea Cottage*, $12, near middle of Long Sands; at *Union Bluffs* (E. end of Long Sands), are the Grand View, Fairmount, and Agamenticus Houses. The far-viewing Cliff House is at *Bald Head Cliff*. There are many cheap cottages to let on Long Sands and at *Concordville* (1 M. from lighthouse on Nubble). See also *Harper's Magazine* for Sept., 1883. A branch railroad from Portsmouth to Kittery and York was opened in 1887.

6-7 M. from York Beach (by a bad road through Cape Neddick) is *Mt. Agamenticus*, a lofty hill whence fine views of the ocean and of the White Mts. may be obtained. About 5 M. N. from the beach is *** Bald Head Cliff,** a remarkable rocky promontory, "second only to the Giant's Causeway in wild and majestic grandeur." The highly inclined strata of the ledges show long and regular stripes of vivid and variegated colors, while the action of storms and rolling surf has broken the cliff into curious shapes. The view from the *Pulpit* when a heavy sea is rolling is awe-inspiring, with such force do the great surges break on the rocks below. On its S. W. side the cliff falls sheer for 85 ft., to the water. Some years since, a new barque from Kennebunkport, being lightly ballasted, was driven in on Bald Head Cliff, and lost, with its crew of 14 men. *Boon Island* is seen off shore, with its lighthouse, 133 ft. above the sea. The Nottingham Galley, 10 guns, was wrecked on this island in 1710, and a horrid cannibalism sustained the life of the few men who were saved. The long *Ogunquit Beach* stretches from Bald Head Cliff to Wells.

York was settled about 1624, and in 1642 Sir Ferdinando Gorges established here the city of Gorgeana, with a full municipal government, and semi-yearly fairs, — to occur at the feasts of SS. James and Paul. Gorges was Lord Palatine of Maine, and vainly tried to establish a feudal system here. The death of Gorges and the rise of the English republic made it easy for Massachusetts to take possession of Gorgeana City in 1652, and 10 years later the province took away the city charter, and named the town York. It was then the chief place in Maine, and received a large addition to its population by the arrival of a detachment of exiled Scotchmen who had been captured by Cromwell at the battle of Dunbar. The Indians made frequent attacks on York, and in 1676 they destroyed Cape Neddick village and its people. Feb. 5, 1692, the town was attacked at dawn by 300 Indians and Frenchmen, who had marched from Canada on snow-shoes. Many of the villagers gained refuge in the garrison-houses, which were successfully defended while the remainder of the settlement was destroyed. After a bloody slaughter in the streets the assailants retired, leading 100 prisoners with them to Canada, after killing 75 of the people of York. Henceforth until 1744, the settlers kept guarded as if in a state of siege, and throughout Queen Anne's War (1702-1712), spy-boats patrolled the coast between Cape Neddick and Boar's Head. 3 companies from York went to the Louisburg campaigns, and on the morning after the battle of Lexington, 60 men marched thence to Cambridge.

*** The Wentworth** is a modern and first-class summer-hotel ($4.50 a day; $21-$35 a week), with electric lights, billiards, bowling, stables, orchestra of 20 pieces, music hall, boating, bathing, fishing, and an immense view along the coast, including 8 light-houses, and toward the inland hills. It is 2 M. from Portsmouth (frequent stages) and near **New Castle**, a quaint fishermen's town of 600 inhabitants (see pages 264-5). On Jaffrey's Point is the stone-towered villa of Edmund C. Stedman, the poet and critic, near the home of John Albee, a graceful local poet.

Kittery Point (*Pepperrell House* and *Champernowne Hotel*) is 4 M. from Portsmouth, 3 M. from Kittery (see also page 265), and close to Fort McClary and the Pepperrell mansion. The Hotel Park Field is also at Kittery Point, close to the water's edge. The *Hotel Pocahontas* ($10–21 a week) is on Pocahontas Point, on Gerrish's Island, close to the sea-beach, with capital boating, bathing, fishing, etc., and broad sea-views. The island covers 2,000 acres, with woods, glens, drives, etc. The hotel is 2 M. from Kittery Point, 1 M. (across river) from New Castle, ½ M. from Whale's-Back Light, and 7 M. from the Isles of Shoals (in sight).

Beyond Portsmouth the Portland train crosses the Piscataqua River, affording a pleasant view (to the r.) of the ancient city, and the Navy Yard. Stations, *Kittery* (3 M. from Kittery Point), *Eliot* (Green Acre House), and **Conway Junction**, where trains diverge to N. Conway and the White Mts., 71 M. distant (see Route 31). Station, *N. Berwick* (N. Berwick Hotel), a brisk village, where the Western Division of the Boston & Maine Railroad crosses. Station, **Wells.**

Wells was founded in 1643 by Rev. John Wheelwright, who had been banished from Mass. for heresy. In 1676 the settlement was vainly attacked by Mogg Megone, and in 1692 a furious assault was made by 500 men, led by French officers. After a 48 hours' siege, the enemy, led by M. Burniffe, Gen. Labocre, and the Tarratine chiefs Madockawando and Egeremet, attempted to storm the fort, but were disastrously repulsed by the artillery and musketry of Capt. Converse's garrison. In 1703, 39 of the people of Wells were killed or captured.

Wells Village (*Matthews House*, 75 guests, $10 to $12 a week) is about 4 M. S. E. of the station, finely situated on a ridge overlooking the ocean (see page 283). The houses are built along the old northern post-road, and separated from the beach by Wells River. 1½ M. from the village (good road) is **Wells Beach** (*Atlantic House*, $10–16 a week), a sandy strand, with rocky ledges off shore, furnishing good bathing and hunting. The view from the Atlantic House is grand, embracing Boon Island, Ogunquit Beach, and the trend of the coast from Bald Head Cliff to Cape Porpoise. A short distance S. of Wells is the ancient village of Ogunquit, with Bald Head Cliff beyond, while 4–5 M. N. is Kennebunk.

The Boston and Maine R. R. has a station within 1 M. of the Atlantic House

Station, *Kennebunk* (see page 283), 3 M. from the village (*Mousam House*), which has several factories and shipyards, with 4 churches. 3–5 M. beyond are the maritime villages of *Kennebunkport* and *Cape Porpoise*. Large granite breakwaters are built out on each side of the mouth of the Kennebunk River, from which a beach runs W. 2–3 M. to the Mousam River. There are several small boarding-houses here (*Sea View*, *Beach*, and *Fairview Houses*). Near Cape Porpoise village (*Goose Rocks House*) is a group of small islands sheltering a good harbor.

This locality was first visited in 1602, and settled in 1629. In 1690 the provincial garrison on Stage Island was removed, and the Indians soon attacked the settlement, upon which the people withdrew to the fort. After a long siege by the Indians, a crippled man from the fort escaped by night in a leaky canoe to Portsmouth, whence aid was sent, and the people were taken off. The place was deserted for 9 years, and 3 years after its resettlement (1702) it was utterly destroyed by 500 Indians. In 1713 the town was again occupied, and in 1717 it was

incorporated by the Mass. Legislature, with the name of Arundel. After bearing this name for 104 years, the town discarded it for its present name.

Beyond Kennebunk (see also page 283) the train reaches **Biddeford** (*Biddeford House*), a city of 15,000 inhabitants, with 4 banks (2 of deposit), 4 newspapers, and 13 churches. Across the Saco River is the city of **Saco** (*Saco House*), with 6,000 inhabitants, and 4 banks (2 of deposit) the York Institute (Library and Museum), and the Saco Yacht club. The Saco has 55 ft. of falls, furnishing a water-power which is utilized by the York, Pepperrell, and Laconia cotton-factories, running 175,000 spindles, with about $3,000,000 capital, and employing over 3,000 operatives. Several hundred men are engaged in large machine-shops, while great numbers are in the lumber-mills.

This district was first visited by De Monts in 1605, and Vines wintered here in 1617–18. Permanent settlements were made about 1630, and in 1675 the Sokokis Indians were repulsed with severe loss from the fort at the falls. In 1703, this fort was taken by another attack, led by French officers, and in 1708 Fort Mary was built. Biddeford was bought for £90 by Wm. Phillips, of Boston, and in 1718 received its separate incorporation, and was named for an English city whence came several of its settlers. It became a city in 1855. Saco was incorporated as Pepperellborough in 1762, and was named in honor of the knight who owned its territory. It was called Saco in 1805, and became a city in 1867. The celebrated Saco River regiment (5th Maine) was raised hereabouts in 1861, and served through the Secession War, being most distinguished for its brilliant bayonet-charge at Rappahannock Station, where it took hundreds of prisoners and the flags of the 8th Louisiana, and 6th, 7th, and 54th North Carolina regiments.

Biddeford Pool is 9 M. from the station (7 M. for pedestrians, by Fort Hill and the ferry). Steamers run twice daily from the pier below the falls, down the beautiful river to the Pool.

The *Sea-View House* is the only hotel remaining at the Pool, the others having been burned. At Bay View, or Ferry Beach, — *Bay-View House*, 150 guests, $8–12 a week.

The steamboat from Biddeford touches at *Ferry Beach*, connecting there with the Old-Orchard-Beach R. R.

The village is on a peninsula opposite the hill on which are the ruins of Fort Mary (built in 1708). Near by is a quaint old house of the 17th century. The Pool is a broad and muddy-bottomed cove, which is very nearly land-locked, and is filled by each tide. There was formerly a popular belief that whosoever entered the Pool on the 26th of June would be cured of all disease. On the ocean-front near the hotels is a fine, sandy beach with good facilities for surf-bathing (rent of bathing-houses, $1.00 a week), while a resounding rocky shore stretches around toward the harbor. N. E. of the Pool is *Stage Island*, where a British frigate destroyed 5 vessels in 1814, and *Wood Island*, with a powerful revolving red light.

The Boston and Maine Railroad (Route 38) touches the present route at Biddeford, and tourists who wish to visit the Pool will find that route equally near.

After leaving Biddeford, the train crosses the Saco River, and passes on to Saco station, with fine views of the sister cities on the r. 5 M. farther

on is *W. Scarborough* station; and then comes *Scarborough*, whence stages run 3 M. E. to **Scarborough Beach** (*Atlantic House*, 150 guests, $12–21 a week; *Kirkwood House*, $8–12 a week). The beach is 2–3 M. long, hard, level, and safe for bathing, while the fishing off-shore is very good. A fine piece of forest near the Atlantic House furnishes pleasant walks. **Prout's Neck** (*Checkley House*, on the outer rocks, 60 guests, $10–12 a week; West-Point, Prout's Neck, and Cammock Houses, and Ocean Cottage, each $8–10 a week) projects into the ocean from the S. end of the beach 2 M. from the Atlantic; while on the N. is Richmond's Island, off the mouth of Spurwink River; with Cape Elizabeth and Bowery Beach beyond.

This town was settled about 1630, and in 1658 submitted to Mass. and adopted the English name, Scarborough, in place of its Indian name, Owascoag ("a place of much grass"). In King Philip's War it was defended by troops of Mass. against several Indian attacks, over 200 men being in garrison here. The troops were called away in 1676, and the enemy destroyed the town, and in 1677 240 Mass. soldiers were landed here. They were fiercely attacked, and defeated with the loss of 60 men and their commander, Capt. Swett. In 1681 a large fort (parts of which still remain) was built at Black Point, but the town was abandoned between 1690 and 1702. In 1703, the fort was attacked by 500 men under M. Beaubarin, but was defended by a brave little band from Lynn, while heavy rains caused the hostile mines to fall in. After over 100 English lives had been sacrified by the Indians, Scarborough became firmly established, and in 1791 was as populous as Portland (2,235 inhabitants). The exodus from Maine has greatly weakened this town, which in 1870 had a population smaller by 544 souls than that of 1791.

6 M. beyond W. Scarborough (passing Scarborough and Cape Elizabeth stations) the train crosses Fore River, and stops at Portland.

Portland and its Environs.

Hotels. Falmouth House, on Middle St., $2.50–3 a day; Preble House, $2.50–3; United States Hotel, $2–2.50 a day; West End Hotel, opp. Union station.

Horse-cars on Congress St. from Union Station to the Observatory every 15 minutes; from the Preble House, by Preble, Portland, and Green sts., to Evergreen Cemetery, Deering; from Congress, by Spring, to Emery St.

Electric cars to Westbrook, Cumberland Mills, Woodfords, and other suburban points.

Reading-rooms. The Y. M. C. Association, corner of Congress and Casco Sts.; the Public Library, in the City Hall, open 10 A. M. to 9 P. M.; the Portland Fraternity, 4 Free St.; Merchants' Exchange, Exchange St.

Railroads. The Boston and Maine Railroad, Eastern and Western Divisions, to Boston (Routes 37 and 38); Maine Central Railroad, to Augusta, Bangor, and Bar Harbor (Route 47); Maine Central, to Lewiston, Bangor, and St. John (Route 46); Maine Central, to N. Conway and Upper Bartlett (Route 39); cars of the Knox and Lincoln Railroad, for Rockland (Route 44); Portland and Rochester Railroad (see page 213); Grand Trunk Railway (see page 287).

Steamships. The Allan Mail Line runs between Portland and Liverpool from November to May, and from May to November between Quebec and Liverpool. Vessels of the International Steamship Co. run thrice weekly (Mondays, Wednesdays, and Fridays, at 5 P. M.) to Eastport and St. John, connecting with steamers for Annapolis and Halifax. Portland to St. John, $5.00. Semi-weekly steamers leave Franklin Wharf for New York; fare (including state-room), $5.00.

The Portland Steam Packet Company's steamers *Tremont*, *Portland*, and *Bay*

State (building), leave Franklin Wharf daily at 7 P. M. for Boston: fare, $1.00 (State-rooms extra). The trip affords pleasant views of the harbors of Portland and Boston. The returning steamers leave India Wharf, Boston, at 7 P. M. daily. From Oct. 1st to April 1st, leave Boston, 6 P. M. The run from Portland to Boston takes 8 hours. Steamers do not leave on Sundays, except from June 15 to Sept. 15. The steamer *Enterprise* runs tri-weekly to Boothbay, Pemaquid, and Damariscotta (see Route 44). Harbor steamboats run several times daily to Peak's and Cushing's Islands, etc.; and other regular lines ascend Casco Bay to Harpswell and other points.

Portland was settled in 1632, on the Indian domain of Machigonne, and was named Casco Neck until it passed under the Mass. government in 1658, when it received the name of Falmouth. In 1676, the settlement was destroyed by the Indians, and 35 of its people were killed and captured. The desolated village was repopulated in 1678, and received an accession of Huguenot immigrants from La Rochelle, but the Indians soon rose again, and in 1689 killed 14 of the town-guard on Munjoy's Hill. In the same year, the town was menaced by a large hostile force, but was delivered by the opportune arrival of Major Church, a skilful partisan officer, with troops from the Plymouth Colony. Church marched out to the vicinity of the Deering estate, and boldly engaged the enemy, who was put to flight after a sharp skirmish in which the Plymouth men lost 11 killed and many wounded. After Church had left the town (1690), the three main defences were attacked by 500 Frenchmen and Indians. One of them was evacuated and another was stormed. Fort Loyall, the largest fort on the coast (then on the present site of the Grand Trunk station), was fairly garrisoned and mounted 8 cannon. Having destroyed the village and most of its inhabitants, the fort was besieged for 5 days, and mined under the direction of the French officers. Ere the mine was sprung the fort surrendered, and the survivors of its garrison were taken to Quebec. Scores of the people were killed, and 100 were made prisoners. In 1703 the neighboring villages of Spurwink and Purpooduck were destroyed, and 55 people killed or captured. After the Peace of Utrecht, in 1713, the place was again occupied and grew slowly, the population of 720 souls in 1753 having increased to 2,000 by 1764. October 18, 1775, this prosperous town was bombarded by 4 British war-vessels (the Canseau, Cat, and others, under command of Capt. Mowatt, who had previously suffered some indignities here). Detachments of marines were landed, and between their incendiary labors and nine hours of cannonading from the fleet, 414 buildings were utterly destroyed, leaving but 100 standing. The rebuilding of Falmouth was commenced in 1783; in 1785, the "Falmouth Gazette" was started, "to advocate the independence of Maine" (then under the Mass. government); and in 1786 a town was incorporated here, with 2,000 inhabitants, under the name of Portland. In 1832 it became a city (population 13,000), and soon afterwards began the construction of great railway lines to the back country. An extensive foreign trade sprang up, principally with the West Indies, and the city grew rapidly in wealth and importance. On the night of July 4th, 1866, a disastrous fire swept away one half of the compact part of the city, causing a loss of $ 6,250,000.

Portland, the commercial metropolis of Maine (with 36,000 inhabitants and a valuation of $38,000,000), is situated on a high peninsula in the S. W. end of Casco Bay. Its harbor is deep and well sheltered, and defended by three powerful forts, while several large islands beyond afford favorite resorts in the summer season. The peninsula on which the city is built is 3 M. long, and at the centre is little over ½ M. wide. It is bounded by Portland Harbor and Fore River on the S. and W., and by Back Cove on the N. Bramhall's Hill, on the W. of the peninsula, is 175 ft. high; Munjoy's Hill, on the E., is 161 ft.; and the central part of the city is 57 ft. above the water. The Western Promenade looks down

on the rural environs from Bramhall's Hill, and from this point Congress St. runs down the length of the peninsula to the Eastern Promenade on Munjoy's Hill, from which fine views of the bay and islands may be obtained. Each of these promenades is 150 ft. wide, divided into sections, and planted with lines of trees.

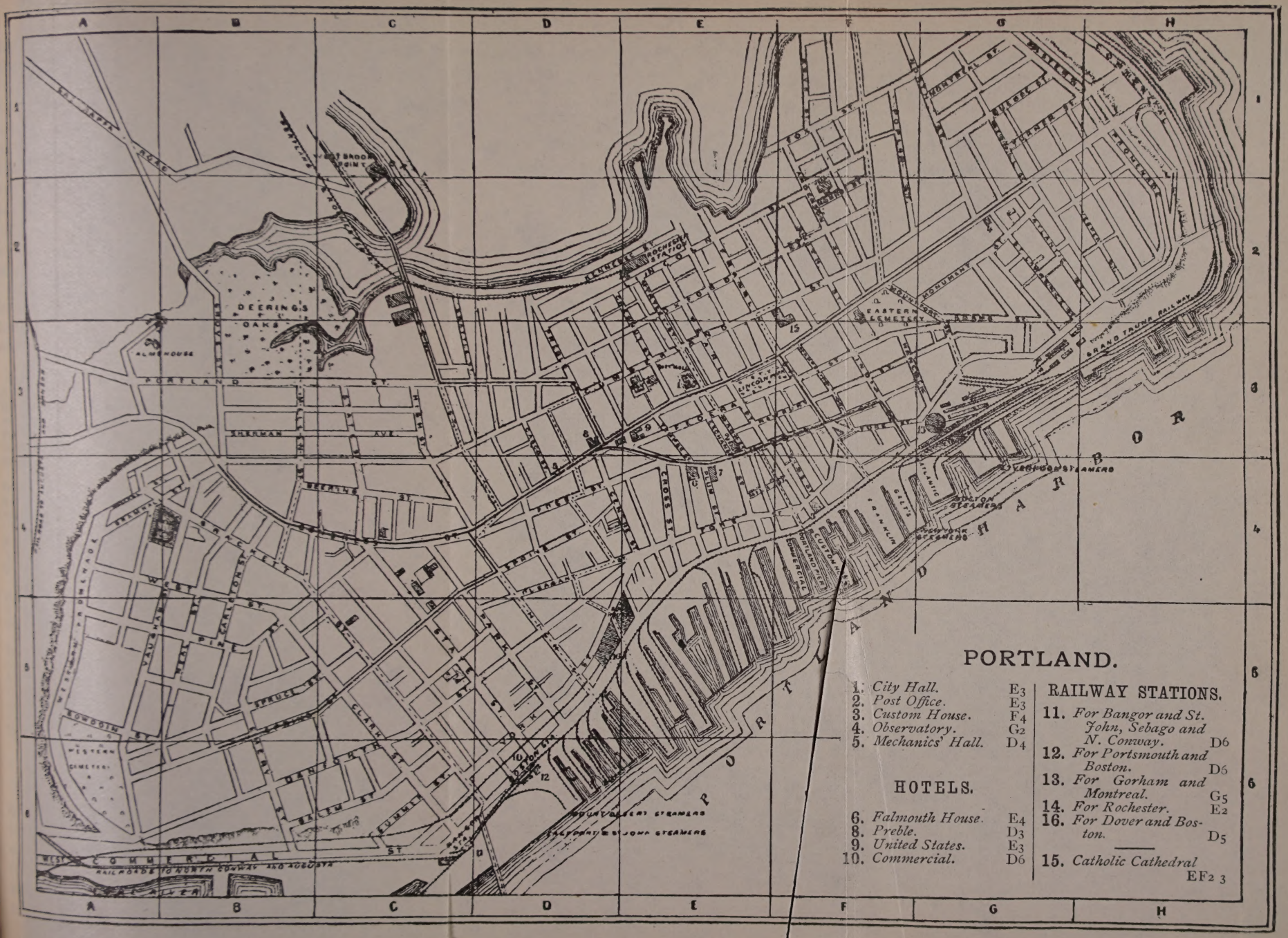
The **City Hall** is a large and imposing building of light Nova Scotia stone, surmounted by a singular dome. Passing from this point up Congress St., with Lincoln Park on the r., the Roman Catholic Bishop's Palace is seen on the l., and the large Cathedral of the Immaculate Conception. Beyond St. Luke's Church (Epis.) on the l., a large building occupied by a graded city school is passed, and alongside of it the old Eastern Cemetery is seen.

Among those who are buried here are Commodore Preble and Captains Burroughs and Blythe. Edward Preble was born at Portland in 1761, and was an officer in the American Navy during the Revolution. He commanded the squadron which sailed to Tripoli in 1803, and humbled its piratical people by several bombardments of the city, at the same time averting the dangers of a war between the Emperor of Morocco and the United States. Burroughs and Blythe commanded respectively the American war-vessel, the "Enterprise," and the British brig, the "Boxer," which fought off Pemaquid in 1813. After a sharp action of 48 minutes, in which both captains were killed, the "Boxer" surrendered and was taken into Portland.

Just beyond the cemetery is the observatory on Munjoy's Hill, which should be ascended for the sake of its extensive * view (small fee to the keeper). To the S. W., on the heights beyond Fore River, is the fine castellated building of the *State Reform School*, with the plains of Scarborough and Saco beyond, and far down the coast is the blue cone of Mt. Agamenticus. Portland and its inner harbor lie to the S. and W., with Bramhall's Hill at the further end of the ridge. To the N. W. is the village of Gorham (Maine), over Back Cove and Deering's Oaks, and far beyond, 80 M. distant, the White Mts. may be seen in clear weather. N. E. are the numerous verdant islands in the blue waters of Casco Bay, with the bending shores of Falmouth and Cumberland. The lighthouse on Seguin Island, at the mouth of the Kennebec, 25 M. distant, is easily seen by the aid of the telescope suspended from the roof, while on the E. is the outer harbor, with Peak's and Cushing's Islands, and the massive fortifications. S. E. is Cape Elizabeth, with its summer hotels, and the Twin Sisters (Portland lighthouses). A short distance beyond the Observatory is the Eastern Promenade. The *Marine Hospital*, which may be seen from this point, is a fine building fronting on the Bay at Martin's Point.

The **U. S. Custom House** is an elegant granite building

The inner hall, with its elaborate marble ornamentation, is worthy of a visit. A short distance N. E. of the Custom House are the



PORTLAND.

1.	*City Hall.*	E3	
2.	*Post Office.*	E3	
3.	*Custom House.*	F4	
4.	*Observatory.*	G2	
5.	*Mechanics' Hall.*	D4	

HOTELS.

6.	*Falmouth House.*	E4
8.	*Preble.*	D3
9.	*United States.*	E3
10.	*Commercial.*	D6

RAILWAY STATIONS.

11.	*For Bangor and St. John, Sebago and N. Conway.*	D6
12.	*For Portsmouth and Boston.*	D6
13.	*For Gorham and Montreal.*	G5
14.	*For Rochester.*	E2
16.	*For Dover and Boston.*	D5
15.	*Catholic Cathedral*	EF2 3

piers of the New York, Boston, and Liverpool lines of steamers, and the extensive terminal station of the Grand Trunk Railway.

The * **Post Office** is a beautiful structure of white Vermont marble, built in the mediæval Italian architecture, with an elegant upper portico supported by Corinthian columns. Though small, this is one of the richest and most pleasing of the national buildings in New England. In this vicinity are the stately buildings of the City Hall and the Falmouth Hotel, with many fine commercial buildings. Beyond the Mechanics' Hall a succession of fine residences are seen stretching up the slopes of Bramhall's Hill, on streets so thickly lined with shade-trees as to have given to Portland the name of "the Forest City." The trees in the central streets were destroyed during the great fire of 1866.

State Street, lined with great elms and colonial mansions, crosses Longfellow Square, with its bronze statue of Longfellow, and runs out to the lovely park of *Deering's Oaks*, 30 acres in area. The Public Library has 40,000 volumes, in a beautiful stone building.

The commercial facilities of Portland have been greatly increased by the construction of a marginal railway along the water-front of the city, with side-tracks running down the wharves. The imports in 1874 were $25,922,966; the exports were $26,665,646. The tonnage of the port is 110,830 tons. Portland has a lucrative trade with Great Britain; but her chief commerce is with the West India Islands, vast amounts of shooks and sugar-barrels having been sent there, and repaid by return cargoes of sugar and molasses.

Here is the stately building of the Union Mutual Life Ins. Co. Longfellow's birthplace is at the corner of Fore and Hancock Sts. A favorite drive is to **Falmouth Foreside** (5 M.), where summer-cottages and boarding-houses overlook Casco Bay.

The city is supplied with water from Lake Sebago, 17 M. distant, which is 247 ft. above tide-water, and is said to have the purest lake-water in the world. 20 M. of pipes underlie the city and convey the water to all its parts. There are here 3 daily papers, 7 weeklies, and 3 monthlies.

Evergreen Cemetery is 2½ M. from Portland (by stage or railway), and has pleasant woodland grounds covering 177 acres. There is a fine Gothic monument of Caen stone over the remains of William Pitt Fessenden, U. S. Senator from 1854 to 1869.

Portland was the birthplace of Henry W. Longfellow, the poet; N. P. Willis, the poet and traveller; Sara P. Parton (Willis's sister), who wrote popular essays under the pseudonym of "Fanny Fern"; Erastus and James Brooks, the New York journalists and politicians; Rear-Admiral Alden, who was distinguished in the naval battles at Vera Cruz, New Orleans, and Mobile; Commodore Preble, who commanded in the Tripolitan War; Capt. G. H. Preble, who fought in the Mexican and Secession wars; John Neal, the poet and novelist; and Neal Dow, the reformer.

Environs of Portland.

Cape Elizabeth is S. of the harbor, and stretches its rugged cliffs into the ocean. The drives over this surf-beaten promontory are very pleasant during the summer, and extend to the lighthouses at the end of the cape, 9 M. from the city. *Cape Cottage* is 3 M. from Portland, and is a large and picturesque hotel, built of stone, and accommodating 100 guests (frequent stages to the city). The scenery is fine, embracing the shoreless ocean on one hand and the entrance to the harbor

on the other. 5 M. beyond this point is the *Ocean House*, a large hotel near a hard, sandy beach, with good facilities for surf-bathing. 10 M. from Portland is the Atlantic House, on Scarborough Beach. *Portland Light* is 3½ M. from the city, on a high bluff which commands broad sea-views. A steam-ferry runs from Custom House Wharf to South Portland village, and ½ M. from its pier is *Fort Preble*, a formidable work on a commanding point. To the S. is the town of Cape Elizabeth, and 2½ M. from Portland is the fine building of the *State Reform School.*

Steamers run several times daily (in summer) to the islands in Casco Bay. This is one of the pleasantest short marine excursions on the coast, and can be made in 3 – 4 hours, although it is better to go down on a forenoon boat, dine at the Ottawa House, spend the afternoon on Cushing's Island, and return on the afternoon boat.

The steamer leaves the pier and passes into the harbor, with Fort Preble on the low point to the r., and the more powerful works of Forts Scammel and Gorges on islands in front. Beautiful retrospects are afforded of Portland, rising in terraced lines along its hills. Casco Bay, over a small part of which the steamer passes, is one of the most picturesque of American bays, and some enthusiastic persons rank it next to the Italian Bay of Naples. It is popularly supposed to contain 365 islands (like Lake Winnepesaukee), and its green archipelago abounds in good fishing-places. Boats of all sizes, with experienced captains, may be hired in Portland. *Diamond Island*, about 5 M. from the city, is frequently visited by large parties, and has noble groves of old trees, with a bold, rocky shore opening occasionally in level strips of beach. Diamond, Pleasant, and Indian Coves are beautiful and sequestered inlets, bordered with beeches, maples, and oaks. **Peak's Island**, 4 M. from the city, is a popular summer-resort, whence fine views of the city with its harbor and defences, the curving coast of Cape Elizabeth, and the shoreless ocean, are enjoyed. It is 1½ × 1¼ M. in area, with over 300 inhabitants, and a long sea-fronting beach. There are 500 summer-campers every season; many summer-cottages, and these hotels: at Jones Landing, Union House, Bay-View House, on high ground, Oceanic, the largest hotel on the island, and Casco-Bay House, near Trefethen's Landing; Innes; Valley View, Chapman House, on high ground (100 guests).

***Cushing's Island**, 4 M. from the city (steamers many times daily), is the outermost of the islands, facing the ocean. It covers 250 acres, and is composed of high bluffs. The view is beautiful, including the lovely islets of Casco Bay, the level-horizoned ocean, the ship channel, the bold shores of Cape Elizabeth, the forts, Peak's Island on the r., and in the remote N. W., the White Mts. Sandy beaches for bathing, and rocks projecting in deep water, for fishing, lie along the shore. An embowered path leads along the ridge to the upper end of the island, passing through

cedar woods to the verge of the precipice of White Head, commanding fine views of the ocean, the bay, and the city. The * *Ottawa House* was rebuilt in 1887–88, and is a first-class modern hotel.

Great Chebeague Island (*Sunnyside House*) covers 2,000 acres, and is well populated. *Little Chebeague* (* Waldo House) is much smaller (steamers several times daily).

Steamers run daily in summer 22 M. up Casco Bay, to **Harpswell** and **Orr's Island**, rendered classic by Mrs. Stowe's romance, "The Pearl of Orr's Island," Whittier's poem "The Dead Ship of Harpswell," and Kellogg's "Elm-Island Stories." The Lawson, Harpswell, Alexander, and Merriconeag houses ($8-10 a week) are at S. Harpswell, whence daily stages run N. to Brunswick, 15 M. (see page 309).

38. Boston to Portland.

By the Boston and Maine Railroad. — Boston to Portland, 115 M.; fare, $3.00.

After leaving the Union station on Causeway Street, Boston, the line crosses the Charles River, passes over Prison Point, in Charlestown, stops before the crossings of the Fitchburg and the Eastern Railroads, and reaches Somerville station. On Winter Hill, in this town, the captive army of Burgoyne was cantoned for many months. The city of Somerville was named in honor of Richard Somers, a brave naval officer, who was killed in the Tripolitan War. Leaving Charlestown Heights on the r., the line crosses the broad Mystic River, and reaches *Wellington*, whence a branch runs to **Medford**, a city of 11,000 inhabitants, once famous for rum-distilleries and ship-yards, and now containing the large Mystic Print Works. It has a very handsome library building, Grace Church, and other interesting objects. See the massive brick Cradock House on Ship St., built in 1634; *Hobgoblin Hall*, built in 1738 by Isaac Royal, an Antigua merchant; and the Simpson House, built in 1750 with bricks from Germany. Tufts College (see page 188).

Malden (*Evelyn House*) is a manufacturing city of 23,000 inhabitants. In the old parsonage, built near Bell Rock in 1710, was born (in 1788) Adoniram Judson, the apostle of Burmah. The same house was the birthplace of Cyrus and Darius Cobb. *High Peak*, or Nanepashemet's Peak, near Maplewood, and the site of the ancient Indian fortress, commands a noble view. The adjacent hills were likened by President Dwight to "the sweeping flourishes of a graceful penman," and run off on the W. into the Middlesex Fells (see page 189). George L. Brown, the celebrated artist, "the American Claude Lorraine," lived in Malden.

Station, *Wyoming*, the seat of immense rubber-shoe works, and 2 M. from Spot Pond. *Melrose* is a lovely suburban village of 9,000 inhabitants, with 6 churches, metropolitan conveniences, and cultivated society, amid picturesque rocky hills. *Stoneham* is 2 M. by horse-cars from Stoneham (see page 189). The main line next passes *Greenwood*; then runs along Crystal Lake (on the l.), and stops at **Wakefield Junction**, whence

a branch line diverges to the E., reaching Salem by way of Lynnfield and Peabody.

Wakefield to Newburyport.

A branch railroad runs from Wakefield Junction to Newburyport in 30 M. Leaving the elegant mansion and grounds of Cyrus Wakefield, and Wakefield Hall, his princely gift to the town, on the l., and the extensive rattan-works on the r., the branch line soon crosses the Saugus River, and enters Essex County. Stations, Lynnfield Centre, W. Danvers (where the Salem and Lowell Railroad is crossed), and Danvers. The latter is an ancient town, which was settled before the middle of the 17th century. The witchcraft delusion arose here in 1692, and in 1774 a strong British force was cantoned on Danvers Plains, in order to overawe Essex County. The town is now dependent on large shoe manufactories, with carpet-works and a rolling-mill. The train soon crosses the Salem and Lawrence Railroad, and runs N. through the thinly settled towns of Central Essex. Station, Topsfield (Topsfield House), settled in 1639, on the scanty intervales along the Ipswich River. Boxford, a sterile town, was incorporated in 1686, and has two box-factories. Station, Georgetown (Pentucket House), a bright and busy village E. of the railroad, with considerable manufactories of boots, shoes, and carriages. George Peabody, the eminent philanthropist, was employed in this town in his younger days (1812–13), and evinced his pleasant memories of it by presenting to Georgetown a fine public library and fund. The Memorial Church is a monument of his filial regard. S. W. of the village is Bald Pate. *The Baldpate* is a modernized colonial mansion used as a summer-hotel, on this far-viewing highest hill of Essex. A branch railroad runs from Georgetown through Groveland and Bradford, to Haverhill (7½ M.).

The train crosses the town of Newbury, and in 9 M. from Georgetown reaches Newburyport (see page 258).

Wakefield was settled in 1639, and was for over two centuries known as S. Reading. In 1868 it assumed its present name in honor of a wealthy citizen who had greatly benefited it. Cyrus Wakefield introduced the rattan-working industry into this country, and had large factories here. Wakefield has 7,000 inhabitants, 3 papers, 6 churches, a public-library, a costly town-hall, a memorial hall (to 47 dead soldiers), and shoe-factories.

Passing Lake Quanapowitt (on the r.), the train reaches *Reading*, devoted to the manufacture of shoes, cabinet-ware, organs, &c. Stations, Wilmington, Wilmington Junction (where the Salem and Lowell Railroad crosses the present route), Ballardvale (with factories making files, Bristol polish, and flannels), and **Andover** (*Elm House; Mansion House*). This ancient academic town was settled about 1643, on the Indian domain of Cochichewick, which was bought from the natives for $26.64 and a

coat. Andover has some active manufactures, but is chiefly famed for its schools. The Punchard High School is a local institution of high standing. Phillips Academy occupies a fine building on the hill, and is of wide reputation. It was endowed by the Phillips family, in 1778, with $ 85,000 and considerable landed estates, and has since occupied a prominent position. The Abbot Female Seminary is an old and famous school for young ladies. The **Theological Seminary** of the Congregational Church was founded about 1808, and soon after received liberal endowments ($ 120,000 from Samuel Abbot and $ 250,000 from William Bartlett). This institution has long been "the school of the prophets" for the sect to which it belongs, and has prepared its ablest divines for their work. Up to 1871 it had graduated 2,491 men. It has 9 professors and 50 students. Back of the chapel stood the old stone house in which "Uncle Tom's Cabin" was written. It was burned in 1887. Near by is the Phelps house, whence issued "Gates Ajar" and other famous books. Its buildings are very plain, causing the visitor to wonder "if orthodox angels have not lifted up old Harvard and Massachusetts Halls, and carried them by night from Cambridge to Andover Hill." But the situation is one of extreme beauty, and the grounds are quiet and abounding in trees. In front of the line of buildings is a long walk shaded by four lines of trees, near whose upper end is Brechin Hall, a handsome building of local stone, which contains a library of about 50,000 volumes, and a few curiosities. A copy of Eliot's Indian Bible, a superb copy of the Codex Sinaiticus, and various trophies from the mission fields are to be seen here.

John and Peter Smith came to Andover from Brechin, in Scotland, many years ago, and amassed large fortunes. They built and gave Brechin Hall to the Seminary, and erected noble schools in their native Brechin, on a hill which they caused to be named Andover Hill.

S. of the grounds, and near the Mansion House, is the old home of Leonard Woods, D. D., an eminent Calvinistic theologian, who taught in the Seminary, 1808 – 46, meanwhile holding controversies with the Unitarians on one side, the Episcopalians on the other, and the Baptists and Swedenborgians. The Printery and several dormitory buildings are on streets near by. A beautiful chapel has lately been built.

Andover was so named because its first settlers came from Andover in England. It supported 100 men in the Continental Army. Elizabeth Stuart Phelps, authoress of "Sunny Side," &c., and her daughter, E. S. Phelps, authoress of "Gates Ajar," &c., were born here.

There are pretty ponds in Andover, and the valley of the Shawshine River has some pleasant rural scenery, while the view from Andover Hill (at sunset especially) is highly praised. Many summer visitors stay here, partly attracted by the fine society.

After leaving Andover, the train arrives at S. Lawrence, opposite the city of Lawrence. Some of the through trains cross the river and enter

the city, while others do not, but proceed down the r. bank of the river to Haverhill. It is but a few minutes' walk over the Merrimac River, while from the bridge the traveller gets views of the great dam (on the l.) and of the long line of factories (on the r. and front).

Lawrence.

Hotels.— * Franklin House, a small but elegantly appointed hotel opposite the R. R. Station, $2.50 a day; Essex Hotel.

This city was founded by the Essex Company in 1844, and contained, in 1845, 100, and in 1847, 3,000 inhabitants. A powerful stone dam was built across the river, giving a fall of 28 ft. and a water-power equal to 10,000 horse-power. A canal 1 M. long carries the water along the line of mills, parallel with the river and 400 ft. from it, and another long canal is cut on the S. bank. The city water-supply was recently introduced, and cost $1,240,000. The Merrimac River is 1,000 ft. wide here, and the fall over the dam has a beautiful effect. The city has 2 banks and 2 savings-banks, 56 schools, a library, and a park on Prospect Hill. *S. Lawrence* is a prosperous manufacturing suburb across the Merrimac.

The chief manufactories are the immense and imposing Pacific Mills, with 140,000 spindles, 4,000 looms, $2,500,000 capital, and 2,400 female and 1,200 male operatives, making calicoes, lawns, and dress-goods; the Washington Mills, 62,000 spindles, 1,300 looms, and 2,600 operatives, making cotton and woollen goods, broadcloths, doeskins, shawls, and cambrics; the Atlantic Cotton Mills, employing 1,400 persons; the Everett Mills, 1,000 operatives, making cotton and woollen goods; the Pemberton Mills, 800 operatives; the Arlington Woollen Mills; the Lawrence Duck Co., Russell Paper Co., Lawrence File and Spindle Works, Lawrence Lumber Co., etc.

Lawrence (45,000 inhabitants) is one of the three capitals of Essex Co., and is the most beautiful of the manufacturing cities of New England. The mills are separated from the city by the canal, and their great dependent boarding-houses are isolated by a wide green. The city has 18 churches, 5 Masonic lodges, 4 lodges of Odd Fellows, 3 weekly and 2 daily newspapers. The Common is a fine green square, with abundance of trees, having on its N. side the handsome Oliver High School and the Central Cong. Church. On the E. is the 1st Unitarian and Grace Church (Epis.), while on the S. are the elegant city and county buildings. In the base of the tower of the City Hall are two huge cannon-balls which were fired from the iron-clad fleet on the rebellious city of Charleston. The "Lawrence American" is the leading daily paper of Essex Co. The city has good public libraries, several of which pertain to the cotton-mills. The valuation of Lawrence in the year 1875 was $23,000,000. On a street leading W. from the Common is the stately and elegant church of St. Mary (Roman Catholic) in the purest of the simpler forms of Gothic architecture. This church was six years in building, and is of a handsome gray stone, with interior arches, columns, and a lofty clere-story and spire of the same material. In its vicinity are several

Catholic institutions, which are powerful and highly beneficent in their workings among the factory populations.

The city was named from Abbot Lawrence, a wealthy and philanthropic Boston merchant, who was one of its founders. He was a member of Congress for 5 years, Minister to England 1849–1852, and endowed the Lawrence Scientific School (at Cambridge) with $100,000. His son was Consul-General to Italy, 1862–9, and his brother Amos was eminent for his generosity, having given $4–500,000 for charitable, educational, and religious works.

One of the most terrible accidents in American history took place here Jan. 10, 1860, when the Pemberton Mills fell, on account of thin walls and insufficient supports, and caught fire soon after, burning alive many who had been caught in the falling ruins. 525 persons were killed and wounded on that dreadful day.

The Lowell and Lawrence Division of the Boston and Lowell R. R. runs from Lawrence to Lowell, through the towns of Andover and Tewksbury. There are 4 trains each way daily, in 40 minutes. Distance, 13 M.; fare, 40 c.

The Manchester and Lawrence R. R. runs N. W. to Manchester, N. H., in 70 minutes. Distance, 26 M.; fare, 80 c. This line passes through *Methuen*, a flourishing highland village near the Falls of the Spigot River. About 3 M. beyond Lawrence the train enters New Hampshire; passes *Salem*, and reaches *Windham* (whence stages to Windham, 2½ M., and Pelham), where the railway from Worcester to Rochester is crossed. Stages run from *Derry* to Chester, 8 M.; and semi-daily 3 M. S. W. to **Londonderry,** whose farm boarding-houses are occupied by drinkers of the famous Londonderry Lithia water, an antidote for uric-acid poisoning and a dissolver of calculi. 1,000 car-loads are shipped from Nashua yearly.

Stations, Wilson's and *Londonderry.* This town was settled in 1719 by a colony of Scotch Presbyterians, from Ulster Co., Ireland, and was named for the old country Londonderry, in whose long and terrible siege several of the immigrants had been engaged. Before their settlement the district was called Nutfield, from the abundance of its nut-trees. On the first day of their arrival, the settlers collected under a great oak-tree, and heard a sermon from their pastor, after which they began to build their cabins. Although on the remote frontiers, the town was never molested by the Franco-Indian marauders, commands to that effect having been issued by the Marquis de Vaudreuil, Gov.-Gen. of Canada, who had been a classmate at college with McGregore, the Londonderry pastor. The first American resistance to Gen. Gage's troops was when a detachment marched from Boston to this place (46 M.) and captured several deserters from the British line regiments. The townsmen rose, and pursued the troops, and forced them to release their prisoners, who became residents of Londonderry. Colonels Reed, McCleary, and Gregg, and Gen. Stark (victor at Bennington), all of the Continental Army, were born here. The Scotch-Irish colonists introduced the potato, the foot-wheel, and the loom into New England. 6 M. beyond Londonderry Station the line enters the city of Manchester (see Route 29).

The main line of the Boston and Maine Railroad follows (beyond Lawrence) the r. bank of the Merrimac River for 10 M., to the city of Haverhill, passing N. Andover and Bradford.

Haverhill (*Eagle House*, $7–14 a week) is a handsome city, built on hills which slope down to the Merrimac River, which is navigable to this point (18 miles from the sea). In 1830 it had 3,912 inhabitants, and now has 28,000. The principal business of the place is the manufacture of shoes, in which it is second only to Lynn. In 1869, 6,000 persons were here employed in this industry, and over 5,000,000 pairs of shoes were made. Woollens, hats, and clothing are also manufactured.

Haverhill has 25 churches, two or three of which are quite handsome. The Public Library has a costly building, adorned and frescoed, with 40,000 volumes and a statuary hall. The city has 5 newspapers and a Masonic temple.

The new City Hall (on Main St.) is an imposing building, well adapted for the civic offices. From Golden Hill there is a fine view of the river and city, and of the ancient village of Bradford (famed for its academy for girls, now occupying extensive buildings on a far-viewing hill. This academy was founded in 1803, and was a nursery of missionaries' wives, — Harriet Newell, Mrs. Judson, and others). 1 M. N. E. of Haverhill, and in its rapidly extending suburbs, is the pretty *Lake Kenoza*, surrounded by hills. A neat stone club-house has been built on its banks by some Haverhill gentlemen. This lake was named, and has been written of, by the poet Whittier, whose birthplace (1807) near its shore (the scene of "Snowbound") still stands.

A fine *Soldiers' Monument*, with a statue of a U. S. soldier, stands on Main St. (for 184 dead). Also a bronze statue, with bas-reliefs, of Mrs. Dustan.

Gen. Moses Hazen, born at Haverhill in 1733, was an officer in the campaigns of Crown Point, Louisburg, and Quebec, and commanded the 2d Canadian Continental Reg. ("Congress's Own") from 1776 to 1781. He then moved to Vermont, and one of his descendants was Gen. W. B. Hazen, who long fought the Comanches, then commanded a brigade (1861 – 2) at the battles of Shiloh, Corinth, Stone River, Chickamauga, and Mission Ridge. In Sherman's march to the sea, he commanded the 2d division of the 15th corps, with which he stormed Fort McAllister, at Savannah, Dec. 13, 1864.

Haverhill was settled in 1640, on the Indian domain of Pentucket, by a colony led by Rev. John Ward, who came from Haverhill in England. The village church was scientifically fortified, but the town lost many men during Queen Anne's War. In 1697 the Indians took Mrs. Hannah Duston, with her nurse and her child (6 days old). The latter they murdered, and, after a long march through the forests, told the women that they were to be forced to run the gauntlet when they reached the village. That night Mrs. Duston, with the nurse and a young English boy, arose silently and killed 10 of the 12 Indians, scalped them, and dropped down the river in a bark canoe to Haverhill. In 1708 the village was attacked by 250 French and Indians, and 40 of its people were killed and captured.

The river-road to Newburyport runs by the side of the Merrimac, through a picturesque succession of hill-towns. Daily stages leave Haverhill for Newburyport, W. Amesbury, and W. Newbury.

A railroad runs from Haverhill to Newburyport via Georgetown, in 16 M. 5 trains daily are run each way, in 40 – 60 minutes.

After leaving Haverhill the main line runs N. into New Hampshire. Stations, *Atkinson* (stage to Hampstead), *Plaistow* (stages to Sandown and Danville), *Newton*, and *E. Kingston* (stage to Kingston). These are all quiet farming towns in Rockingham County, N. H. Station, **Exeter** (good restaurant in the station; *Gorham Hall; American House*), a pretty village of 4,000 inhabitants, at the head of navigation on Exeter River. Exeter was founded by Rev. John Wheelwright, who had been banished from Mass. for the heresy of Antinomianism. He bought this land in the wilderness from the Indians, but when it was annexed to Essex Co., Mass., in 1642, he was obliged to go into more distant exile. The Indians about Squamscott Falls migrated to the vicinity of Troy (on the Hudson) in 1672, but other and fiercer tribes menaced the village, and nearly 40 of the people were killed and captured during the later Indian wars. 38 men of Exeter died in the Continental Army. In 1781, Hon.

John Phillips founded Phillips Academy, and endowed it with $ 134,000. Benjamin Abbot, LL. D., was preceptor of the Academy from 1788 to 1838, and Dr. Gideon L. Soule was preceptor from 1838 to 1873.

Among the distinguished men who have been prepared for college here are John Pickering, the jurist and philologist; Abiel Abbot; J. S. Buckminster, the popular divine; James Walker, the Unitarian theologian; Nathan Lord, D. D., President of Dartmouth College, 1828–63; A. H. Everett, LL. D., the accomplished diplomatist (to Belgium, Spain, and China); Nathan Hale, LL. D., the journalist; Leverett Saltonstall, LL. D.; J. G. Cogswell, LL. D., of the Astor Library; T. W. Dorr, the R. I. insurgent Governor; J. P. Cushing, President of Hampden-Sidney College, Va., 1821–35; Theodore Lyman, the philanthropist; Alpheus Felch, Senator from Michigan, 1847–53; Charles Paine, of Vt.; John P. Hale, one of the first antislavery senators (from N. H., 1847–53, and 1855–65); the eminent historians, Richard Hildreth, Jared Sparks, and George Bancroft; Edward Everett, the statesman and orator; Daniel Webster; and Lewis Cass, who was born at Exeter in 1782. An officer through the War of 1812, Governor of Michigan, 1813–31, Secretary of War under Jackson, Minister to France, 1836–42, Cass came near being elected President of the U. S. in 1848, receiving 137 electoral votes to 163 given for Gen. Taylor. He was U. S. Senator, 1845–8, and 1851–7, and from 1857 to Dec., 1860, was Secretary of State. His policy was steadily proslavery, but he favored the national government during the Rebellion. He died in 1866, at Detroit, where 54 years before he had been made prisoner by the British (with the whole Army of the Northwest) while a captain in the 3d Ohio Regiment.

Exeter is a beautiful and elm-shaded village in a level farming-town, and has the county buildings, 8 churches, 3 banks, a newspaper, a high-school, several prosperous factories (cottons, woollens, paper, brass, machinery, etc.), and many handsome residences. It is 10 M. from Rye Beach, and 9 from Hampton. **Phillips Academy** has neat modern buildings, on a campus adorned with venerable elms. It has about 200 students, and has educated over 4,000. The *Robinson Female Seminary* is also in the village, and has a stately building and a rich endowment, provided by Wm. Robinson. It was opened in 1869, and has about 240 students.

Stages run from Exeter to Kensington and Amesbury; to Brentwood; and to Hampton Beach (see Route 37) semi-daily in summer and September.

Stations, S. Newmarket, and *Newmarket Junction* (restaurant), where the Concord and Portsmouth track crosses the present route. Newmarket (*Newmarket House*) is a village containing cotton and lumber-mills.

Tri-weekly stages run from Newmarket to Lee, Nottingham, Northwood, Epsom, Chichester, and Concord.

Station, *Durham*, the old Oyster River settlement, many of whose people were killed in various Indian raids during King Philip's War. In 1695, the village was carried by assault, though defended by 12 garrison-houses, and nearly 100 of its people were killed or captured. The town is now known for its excellent hay-crops, which are obtained from the deep argillaceous loam along the Oyster River. Over 1,000 tons are exported annually. Stations, Madbury, and **Dover** (*American House; New Hamp-*

shire House), a busy city at the lower falls of the Cocheco River. Dover has over 12,000 inhabitants, 3 banks (3 savings-banks), 10 churches, 3 weekly papers, and extensive manufactories. The Cocheco Mills employ 1,000 hands and 50,000 spindles, with a capital of $1,300,000, and make 11,000,000 yards of cotton cloths yearly. Horse-cars (6 cents) run 2½ M. from the Sawyer woollen mills to Garrison Hill, the site of a colonial fortress; from the tower on the hill, 348 ft. above tide-water, one can see the White Mts., Agamenticus, the Shoals, and the open sea.

Dover is the oldest place in the State, having been settled in the spring of 1623, on the point of land at the confluence of the Newichawannick and Bellamy Rivers (4 M. S. E. of the city). The pioneer colony was composed of Episcopalians sent over by the Laconia Company, and they had much trouble with the Mass. Puritans. In 1641, Dover was annexed by Mass., and in 1679 was returned to N. H. The people had a man to "beate the drumme on Lord's days to give notice for the time of meeting" until 1665, when they built "a Terrett upon the meitting house for to hang the Bell." In 1657 they "chose by voet a Scoellmaster," and in 1653 they built the meeting-house "40 foote longe and 26 foote wide." Major Walderne settled on the present site of the city, and built a strong garrison-house. Here he was visited in 1676, during a time when peace reigned in this region, by 400 Indians, two companies of troops being with him. He won the confidence of the Indians, and arranged a sham-fight between them and the colonial soldiers. When their guns were discharged the troops rushed in and disarmed them, after which 200 were sent to Boston as prisoners. Several of these were executed on Boston Common, and the remainder were sold into slavery in the West Indies. 13 years later a powerful Indian force seized Dover by night, and destroyed 4 garrisons, killing 23 and capturing 29 persons. Walderne, then 74 years old, and commander of the forces of N. H., they captured, and placed in a chair on a table within his own hall, where they slowly slashed him to death. The town was the object of other disastrous attacks during the Indian wars, but was never abandoned by its intrepid people.

Tri-weekly stages run from Dover to Barrington and Strafford (Bow Lake House), near Bow Lake (which covers 1,625 acres), and the Blue Hills.

Dover to Portsmouth, by railway (see page 418).

Dover to Lake Winnepesaukee (White Mountain Line).

The Dover and Winnepesaukee Railroad runs to Alton Bay (28½ M). Stations, Pickering's, and Gonic (with stages running to Barrington, Strafford, and Barnstead). At Rochester (see page 213) connections are made with the Portsmouth, Great Falls, and Conway R. R., and with the Portland and Rochester R. R. Stations, Place's, and Farmington (*Elm House*), a shoe-manufacturing village near the Blue Hills, or Frost Mts. From the loftiest of these hills, Mt. Monadnock, the White Mts., and the ocean may be seen on a clear day.

Henry Wilson was born at Farmington in 1812. He was educated with money earned by his own labor, and settled at Natick (Mass.) in 1838, as a shoemaker. Declaring himself an uncompromising foe of negro slavery, his abilities soon won him honorable fame in the State politics, and after rising from one office to another for 15 years, he was chosen U. S. Senator in 1855. In 1872 he was elected Vice-President of the U. S. His most distinguished senatorial labors were in connection with the antislavery movement and the Kansas troubles, emancipation, reconstruction, and the conduct of the war.

After leaving Farmington the line passes three rural stations, and stops at Alton Bay, on Lake Winnepesaukee. (See page 218).

The Lake-Shore Railroad

runs from Alton Bay to Lakeport, 18 M., much of the way in sight of Lake Winnepesaukee. It passes the summer-colony at **Lake-Shore Park** (*Lake-Shore Inn*, 35 guests, $8–12 a week).

The fine iron steamer, "Mt. Washington," leaves Alton Bay on arrival of the trains, twice daily (in summer), for the villages on the lake. The distance to Centre Harbor is 30 M. (see Route 32).

The first station beyond Dover, on the main line, is *Rollinsford*, whence a branch track runs (in 3 M.) to the factories at Great Falls. Station, **Salmon Falls** (*Jones House*), the seat of two cotton-mills.

After passing *N. Berwick* (where the Eastern R. R. is crossed), *Wells* is reached. The station is 1 M. from **Wells Beach** (see p. 268), one of the best of the Maine beaches. From *Kennebunk* a branch railroad runs 5 M. E. to **Kennebunkport** (*Parker House*, $15-20 a week), a quaint old village, 1 M. from the mouth of the Mousam River. ½ M. out, on Cape Arundel, is the great *Ocean-Bluff House (300 guests), with admirable sea-views and facilities for bathing, boating, and fishing. In and near the village are the Glen, Riverside, Beach, Granite-State, Cliff, Seaside, Sea-View, and other hotels ($7-15 a week). The long beaches and sea-repelling cliffs of this promontory form noble combinations of scenery, and a summer-village has been erected here. The cool air and facilities for boating, bathing, and fishing have made this a favorite resort. The train crosses the Saco River between the busy manufacturing cities of Biddeford and Saco (see page 269), and bears away for 4 M. farther to **Old-Orchard Beach.**

* *Old-Orchard House*, 400 guests, $14-25 a week, — telegraph, band, and ball and reading rooms in the house; * *Ocean House*, near the former, and of great extent; *Hotel Fiske, Seashore House*, 300 guests each, $14-20 a week; *Lawrence* ($9-15); *Gorham, Aldine* ($12-16), *Belmont* ($15-30), *Irving* ($7-10), *Revere* ($14), *Everett* ($10-18), 100-150 guests each; *Montreal, Cleaves, Linwood, Ingleside, Central Park, Atlantic*, 50 guests each; and many smaller houses. A branch railway, with observation-cars, runs along the beach, from Old-Orchard Junction, on the Eastern Division Railroad, to Ferry Beach (*Bay-View House*), and Camp Ellis, at the mouth of the Saco River, where it connects with the steamboat for Biddeford and Biddeford Pool (see page 269).

The Boston & Maine track runs between the great hotels and the water, and the station is very commodiously situated. This beach, which has been called the finest in New England, extends from the Saco River to Pine Point, at the mouth of Scarborough River, a distance of 10 M., with a breadth (at low water) of 300 ft. The sand is very hard and smooth, and affords an admirable drive-way, while from the absence of undertow the surf-bathing is perfectly safe. About 2 M. distant, on Foxwell's Brook, is a picturesque waterfall, 60 ft. high. The beach derives its name from an ancient orchard of apple-trees, the last of which died before the Revolution. **Ocean Park** (*Ocean-Park House; Granite-State; Billow*) is a Free Baptist camp-meeting ground, S. of the hotels (near Camp-meeting station). **Ferry Beach** (*Bay View-House*, $10-20 a week) is 2 M. S. of the hotels, with large pine-groves, cottages, etc.

Beyond Old Orchard is Pine-Point station, ½ M. from **Pine-Point Beach** (*Meredith House; Pine-Point*).

5½ M. from Old Orchard is *Scarborough* station, 2 M. (by stages) from Scarborough Beach, and 4 M. from Prout's Neck (see page 270). The train now runs over Cape Elizabeth, crosses Fore River on a long and costly bridge, and enters **Portland.**

39. Portland to the White Mountains.

Stations.—Portland to Cumberland Mills, 5; S. Windham, 11; White Rock, 14 (whence daily stage to N. Windham); Sebago Lake, 17 (daily stages to Standish, Limington, etc.); Steep Falls, 25 (daily stage to Limington, Sebago, and Naples); Baldwin, 32 (daily stage to Cornish, Porter, Kezar Falls, and Freedom); W. Baldwin, 34; Bridgton Junction; Hiram, 36; Brownfield, 43; Fryeburg, 49; Conway Centre, 55; N. Conway, 60; Glen Station, 66; Upper Bartlett, 72; Bemis, 78; Crawford House, 87; Fabyan, 91; Twin Mountain, 96; Bethlehem Junction, 101; Whitefield, 106; Lunenburg, 111.

The train leaves the union station in Portland under Bramhall Hill, and passes out to *Westbrook* (in a town of about 7,000 inhabitants), with several villages in which are manufactured cotton cloths, twine, wire, and iron goods, with large quantities of paper. Immense quantities of canned goods are prepared here, and the total manufactures of Westbrook amount to $3,500,000 yearly. Station, *S. Windham*, in a town which was settled in 1737 and guarded by a Mass. fort. The Oriental Powder Works are located here, and the Mallison Falls on the Presumpscott River are S. of the village. Stations, *White Rock*, and *Sebago Lake*, whence steamers leave for Harrison, when there is sufficient depth of water.

Lake Sebago

is 14 M. long by 11 M. wide, and has a depth, in some parts, of 400 ft. 6 towns are on its shores, and others are located on the connecting lakes to the N. The steamers leave Pavilion Bay (at Lake Sebago station) and soon pass (on the r.) Indian Island, and Frye's Island, with 1,000 acres of forest. When the broader part of the lake is gained, "to the N. E., Rattlesnake Mt. is seen; and in the same direction, near the lake, is the boyhood home of Nathaniel Hawthorne. We also pass on our r. the 14 Dingley Islands. The scenery on the W. is wilder and more rugged. Saddleback Mt., in Baldwin, is plainly visible, from which the eye roams N. E., beyond the Great Bay, over the Sebago hills and farms and forests. Still farther N. is Peaked Mt., beyond which the view extends N. to Mt. Kiarsarge (Pequawket), so blue and cold in the hazy distance, while the White Hills may be distinctly seen if the day is tolerably clear." The passage across Sebago ("a stretch of water") occupies one hour, after which the steamer enters the rapid and devious Songo River. "It is but 2½ M., as the crow flies, to the head of the river, and yet we must sail 6 M. and make 27 turns." Picturesque contrasts of farm and forest, granite ledge and intervale, make the voyage on these narrow waters pleasant and novel. 5 M. from Sebago the steamer enters a lock at the confluence of Crooked or Pequawket River, which rises about 35 M. N. in the town of Albany. After rising several feet in the lock, the steamer passes N. into the Bay of Naples, near the head of which is Naples. a small

village in a farming town. Before stopping at this place, the steamer passes through a drawbridge, and, after leaving it, it steams out on Long Lake. This is a river-like expanse of water 12 – 14 M. long and less than 2 M. wide. 9 M. from Naples the boat stops at Bridgton, whence a stage runs 1 M. W. to Bridgton Centre (*Bridgton House ; Cumberland House*). This is an important manufacturing village, with a weekly paper, a savings-bank, and three churches, in a town originally called Pondicherry, from the abundance of small ponds and wild cherries found there. This village has become somewhat of a summer resort in a quiet way, from its vicinity to the lake and to picturesque hill-scenery. The next stopping-place on the lake is N. Bridgton (*Lake House*).

To the N. is **Waterford**, the birthplace of Artemas Ward, Major Jack Downing, and Cyrus Hamlin, a very picturesque region of lakes and mountains, with the Waterford House, Pine-Grove House, Bear-Mt. House, and other summer-resorts, and the Maine Hygienic Institute. Stages hence daily to Harrison, Bridgton, and Norway (10 M.). **Harrison** (*Elm House*) is the end of the steamboat-route.

The *Bridgton and Saco River R. R.* is a new narrow-gauge route from Bridgton Junction, beyond W. Baldwin to Bridgton (16 M.; 1 hr.).

After leaving the Lake Sebago Station, the train passes the stations *Richville* and *Steep Falls*, in the town of Standish, which was granted to and settled by veterans of the Louisburg campaigns, and named after the Pilgrim captain. Beyond Steep Falls, the line follows the valley of the Saco, and passes through the town of Baldwin (stations, *Baldwin* and *W. Baldwin*). The Great Falls of the Saco are seen from the train beyond W. Baldwin, near which the Ossipee River meets the Saco. The river falls 72 ft. in several successive pitches. The train now enters the town of Hiram, on narrow intervales along the Saco, and stops at Hiram Bridge (*Mt. Cutler House*). As the train crosses the old pine-plains of Hiram and enters Brownfield, occasional glimpses are caught of **Mt. Pleasant**, a long, isolated ridge, over 2,000 ft. high, commanding a noble view of the White Mts. and the lake-country of W. Maine. On its crest is the *Mt.-Pleasant House* (75 guests; $12 a week), a commodious hotel reached by stage from Bridgton (10 M.). The principal view is to the N. W. along the clustering peaks of the White Mts. Station, **Brownfield** (*Uberty House*), whose farm-houses admit many summer visitors, Burnt Meadow ad Frost Mts. being the principal objects of interest. Stages leave daily for Denmark.

The plains along the river grow wider and more productive, as the train passes on to **Fryeburg** (*Fryeburg House*), a pretty village "on a broad, level plain, slightly elevated above the intervales of the Saco, which encloses it in one of its huge folds." Many summer visitors rest at the comfortable old hotel, while others are quartered in the boarding-

houses which are found in the village. The intervales of Fryeburg are noted for their richness and beauty, and contain nearly 10,000 acres, which are annually overflowed and fertilized by the Saco.

There are several thousand acres of forest in the town and it is claimed that Fryeburg has more standing timber now than it had 40 years ago. The principal points for excursions are Stark's Hill (500 ft. high), Jockey Cap, and Pine Hill, eminences near the village, which command panoramic views of the distant White Mts. and of Chocorua. Mt. Pleasant is 9 M. to the E., and is often visited for the sake of its noble over-view, and Lovewell's Pond is near the village (by the Pine Street road).

Capt. John Lovewell, the son of an ensign in Cromwell's Puritan army, was an able partisan officer of the colonies. In April, 1725, he led 46 men from the Mass. frontier towns by a long and arduous march into the heart of the Pequawket country. After marching over 100 M., they reached Saco (now Lovewell's) Pond with 34 men, and here they encamped for 36 hours, near the chief village of the Indians. On Saturday, May 8, while they were assembled around the chaplain on the beach, and ere the morning devotions had been finished, a gun was heard and an Indian was seen watching them. They left their packs near the pond, and advanced toward the intervales, but met an Indian in the forest who shot and mortally wounded Lovewell, though his own death followed quickly. Meantime the Sachem Paugus and 80 warriors had found and counted the packs and laid an ambuscade near them, which completely entrapped the Americans on their return. The magnanimous Paugus ordered his men to fire over the heads of the invaders, and then to bind them with ropes. With horrid yells the Indians leaped forth and asked Lovewell if he would have quarter. "Only at the muzzles of your guns!" shouted the brave captain, and led his men against the unprepared enemy. They drove the Indians some rods, but were repulsed by a fierce countercharge, in which Lovewell and 8 of his men were killed. Then the Americans retreated slowly, fighting inch by inch, to a position with the pond on their rear, Battle Creek on the r., and Rocky Point on the l. This sheltered position they maintained for eight hours against continual assaults, and at sundown the Indians retreated, leaving 39 killed and wounded, including Paugus, who fell late in the contest. Throughout the long day the yells of the Indians, the cheers of the Americans, and the pattering of musketry resounded through the forest, while Chaplain Frye, mortally wounded while fighting among the foremost, was often heard praying for victory. In the moonlit midnight hour the provincials retreated, leaving 15 of their number dead and dying on the field, while 10 of the 19 others were wounded. After suffering terribly on the retreat, the little band reached the settlements. The battle at Pequawket filled the northern tribes with fear, and caused some of them to move to Canada. A long and mournful ballad of 30 stanzas (like the old Scottish ballad of Chevy Chase) commemorates this forest-fight.

"What time the noble Lovewell came
With fifty men from Dunstable,
The cruel Pequa't tribe to tame
With arms and bloodshed terrible.

. . . . .

"Ah! many a wife shall rend her hair,
And many a child cry 'Woe is me!'
When messengers the news shall bear
Of Lovewell's dear-bought victory.

"With footsteps low shall travellers go
Where Lovewell's Pond shines clear and bright,
And mark the place where those are laid
Who fell in Lovewell's bloody fight."

Fryeburg was granted to, settled by, and named for, Gen. Joseph Frye, of An-

dover, Mass., a veteran officer of the French wars. It was for many years the only town near the White Mts., and grew rapidly, having a weekly market-day which filled its streets with busy life. An academy was early established here (endowed by Mass.), and was taught in 1802 by Daniel Webster. Governor Enoch Lincoln lived here from 1811 to 1819, and wrote a long poem, entitled "The Village," which was "descriptive of the beautiful scenery of the fairest town on the stream of the Saco." A few Pequawket Indians lingered in this locality after the dispersal of the tribe, and did good service in the expedition of Rogers's Rangers against St. Francis, and in the Continental Army.

Fryeburg has more than a score of summer boarding-houses: Fryeburg House, Martha's Grove, Alden B. Walker, John Weston, etc. Woodlawn Cottage and Cottage Park are 4 M. out. Daily stages run to Stow (11 M.) and Chatham (13 M.).

Daily stages run from Fryeburg to Fryeburg Centre (4 M. N.) and thence to **Lovell** (*American House*), 5 M. N., and Centre Lovell, 4 M. farther, near the beautiful Kezar Pond, which is 1 M. wide and 8 M. long.

After the train leaves Fryeburg, the mountain views in front and to the l. are fine. The line enters New Hampshire, and passes by Conway Centre (daily stages 2½ M. S. W. to Conway Corner) to N. Conway (see page 223).

40. Portland to Quebec and Montreal.

Via the Grand Trunk Railway, which is owned and operated by an Anglo-Canadian corporation. This line is principally used for the transportation of freight, but it runs one through passenger train daily. Portland to Gorham, 91 M., in 4½–6 hours; to Quebec, 317 M., in 19 hours; to Montreal, 297 M., in 16½ hours. The Maine Central route to Montreal leads by the Crawford Notch and Passumpsic Valley, and the Canadian Pacific line. The Maine Central has a capital route to Quebec, running on the Quebec Central line from Dudswell Junction.

The train leaves the spacious terminal station in Portland, near the Victoria Docks, and, passing around Munjoy's Hill, crosses the mouth of Back Cove. Thence it runs through the towns of Falmouth and Cumberland, near Casco Bay, and crosses the Maine Central Railway at *Yarmouth Junction.*

Station, *N. Yarmouth,* settled on the Indian domain of Wescustogo about 1640, and deserted in 1675–8, and 1688–1713, on account of the Indian wars. On returning in 1713, the settlers found a young forest covering their old fields and roads. Between 1725 and 1756 many of the colonists were killed or captured by the Indians. During the first half of the present century, the town grew and prospered, but during the past 20 years it has lost 16 per cent of its population. Stages run hence to Durham, on the Androscoggin.

Stations, *Pownal* and *New Gloucester,* the latter being a pretty and prosperous village which was founded by men of Gloucester, Mass., about 1735. At *Danville Junction* the Maine Central Railway diverges N. E., and runs to Lewiston and Bangor; also, stages to **Poland Spring,** 6 M. (see page 308). From Lewiston Junction, branch line to Lewiston. Station, **Mechanic Falls** (*Cobb's Hotel*), a small factory-village, on the Little Androscoggin, from which daily stages run to Casco, 12 M. S. W.

The Rumford-Falls & Buckfield Railroad runs 30 M. N. from Mechanic Falls, by *W. Minot* (daily stage to Hebron Academy, 3½ M.); *East Hebron;* **Buckfield** (*Buckfield House*), daily stages to Chase's Mills, 4 M.; Turner, 6; Sumner, and W. Sumner, 7 M.; *E. Sumner; Hartford; Canton* (*Hotel Swazey*), with stages to Peru, 7 M.; Dixfield, 10; Mexico, 15; Rumford Falls, 17; Roxbury, 21; Byron,

25; Houghton's, 30. *Gilbertville* is the end of the railroad. Buckfield was the birthplace of John D. Long. Canton was the home of the Rockomeka Indians, who were exterminated by the small-pox in 1557, and was settled in 1792 under the name of Phipps-Canada. It is prettily situated near the Androscoggin River.

The next station on the Grand Trunk is **Oxford** (*Lake House*), from which daily stages run to *Otisfield*, 10 M., and *Casco* (Eastman House).

Station, **S. Paris** (*Andrews House*), a busy village, with manufactures and a large country trade. A railroad 2 M. long leads to **Norway** (*Beals; Elm*), a prosperous factory-town near Pennessewassee Pond, with daily stages to the Waterfords, Harrison, Bridgton, etc. Stages run from every train to **Paris Hill** (*Hubbard House*), 3 M. N. E. This is a village on a hill 831 ft. high, where are located the Oxford County buildings. It was the birthplace of Vice-President Hannibal Hamlin; and the home of Governors Perham, Parris, and Lincoln. To the E. is Mt. Mica, where beautiful specimens of tourmaline are found, together with 55 other minerals. It is called "the most interesting locality of rare minerals in the State of Maine." Streaked Mt. is near by, and is nearly 1,800 ft. high. Stations, **W. Paris** (*Maple House*) and **Bryant's Pond** (*Glen-Mountain House*) from which daily stages run to Milton Plantation, Rumford, and Andover (21 M. N.; fare, $1.50); also to Rumford, Mexico, Dixfield, and N. Jay (on the Androscoggin Railroad). Another line runs from Mexico through Roxbury to Byron. Rumford has some high hills, — White Cap, Glass-Face, and others, which yield thousands of bushels of blueberries annually. The **Rumford Falls** have been called "the grandest in New England," and have suffered but little from "improvement." The descent of the Androscoggin River is over 150 ft. in three or four plunges over ragged granite ledges. The third fall has a nearly perpendicular descent of 70–80 ft., and its roaring is heard at a great distance. There are three taverns in Rumford.

At Bryant's Pond station the track is 700 ft. above the sea, and the Pond itself is a pretty highland lake, from which flows the Little Androscoggin River. Station, **Bethel** (* *Bethel House*, accommodating 100 guests; "*The Elms*" *House*), a beautiful village in a town of about 2,200 inhabitants. The broad intervales of the Androscoggin are outspread here in all their fertility and fairness, while noble views of the White Mts. in the W. are obtained from adjacent hills. There are also mineral springs (small hotel) in the town, and numerous summer boarding-houses, where comfort, quiet, and abundant country fare are given for the moderate price of $6–10.00 a week.

Bethel has often been likened to N. Conway on account of its mountain-views and rich intervales, and many city people spend their summers here to enjoy the air, the scenery, and the fine fishing in the vicinity. 12 M. S. of Bethel are the Albany Basins, where the Pequawket River has worn a wonderful series of reservoirs in the talcose rock, the largest of which is 70 ft. deep and 40 ft. in diameter. 18 M. N. E. of Bethel, by good roads and through pleasant river-scenery, are the Rumford Falls.

Bethel to Lake Umbagog.

Daily stages to *Cambridge* (Lakeside House), at the foot of the lake, in 29 M. The country traversed is mostly in a wild state and thinly populated, but affords some striking river and mountain scenery. The Androscoggin is followed for 6 M. to *Newry* (small inn), after which the road lies near the Bear River, and 6 M. beyond Newry, *Bartlett's Poplar Tavern* is passed. The Screw-Auger Falls are about 3 M. from this point, and near Fanning's Mills. Beyond the Tavern the high hills of Grafton (chief among which are Speckled and Saddleback Mts.) appear to close across the road. But the Bear River is closely followed into **Grafton Notch,** a lonely pass among the frowning hills. The remarkable water-gorge known as *Moose Chasm* is situated in this notch. The small Cambridge River is now approached, and in its valley the road passes on to the lake. The township of Upton (formerly Letter B. Plantation, and made a town in 1860) is now entered, and the stage stops at the *Lakeside House*, on the shore of Umbagog. A steamer leaves on the arrival of the stage, and runs to *Errol Dam* (N. H.), a rude lumbermen's village, with two inns. Dixville Notch is 10 M. N. W. of Errol, and the handsome village of Colebrook is 20 M. from Errol (by the Notch road). From Bethel to Colebrook (see page 243) the distance is about 60 M.

A steamboat runs from **Errol Dam** (*Umbagog House*), 20 M. up the *Magalloway River* to Brown's Farm, whence a buckboard road and a good path lead to the top of Mt. Aziscoos, overlooking all the Rangeley Lakes. A carriage-ride of 7 M. leads from Brown's Farm to Androscoggin Falls, whence the Magalloway is navigated by a steamboat for 15 M. to the new hotel at the foot of the meadows. 12 M. of canoeing follows, to the Forks, and then a portage-path of 4 M. to the lonely and forest-bound **Parmachenee Lake.**

Camp Caribou is on an island near the head of the lake, much frequented by the sportsmen of the Parmachenee Club.

See also page 292.

Bethel was settled in 1773, under the name of Sudbury-Canada, and here, in 1781, occurred the last Indian depredation in Maine, when a small war-party from St. Francis plundered the outlying houses, killed three men, and led three prisoners to Canada.

The next station beyond Bethel is *Gilead*, a small village on the fertile Androscoggin meadows, between two ranges of shaggy mountains. It was named for a great balm-of-Gilead tree within its borders, and in the early years was almost rendered untenable by bold raids of bears with which the hills were infested. On the night of the Willey slide in the White Mt. Notch (1826), immense avalanches fell from the mountains of Gilead, especially from Picked Hill. "The darkness was so intense as almost to be felt. The vivid lightnings and long streams of fire covering the sides of the mountains caused by the concussion of the rocks, only served to make the darkness more visible. The valley rocked as though an earthquake were shaking the earth."

Beyond Bethel the railway passes the village of W. Bethel and runs through the glens of Gilead to *Shelburne* (Winthrop House). From this point the mountain-views on the S. W. are fine, and the train runs down on the r. bank of the Androscoggin, with Mt. Moriah on the l. and Mt. Hayes on the r., to **Gorham** (see page 227). Station, *Berlin Falls* (small hotel), near the famous Falls on the river, and next to Berlin is *Milan*, "on the plains of Lumber-dy." The view down the river from Milan is very beautiful, including the vast forms of Mts. Washington, Adams, and Madison. E. of Milan is the town of Success, with 5 inhabitants, and N. of Stark, through which the train passes beyond Milan, is the town

of Odell, with about 25,000 acres and 1 inhabitant. The line now follows the Upper Ammonoosuc River, to *Northumberland*, and thence passes up the l. bank of the Connecticut River to Stratford and *N. Stratford*, with the Percy Peaks on the r. (see page 243). The line now crosses the river and runs through 15 M. of uninhabited forest in Vermont, to **Island Pond** (* *Stewart House*, 100 guests); a village erected by the railway, which has spacious buildings here; this point being 149 M. from Portland and 148 M. from Montreal. The border custom-house is located here, and near the village and track is a pretty lake, 2 M. long and ½ M. wide, surrounded by a hard, smooth beach of white quartz sand, with waters abounding in fish. About 12 M. beyond Island Pond, the train passes Norton Pond, and enters the Dominion of Canada. At *Lennoxville* the Passumpsic R. R. (Route 24) comes in from the S. **Sherbrooke** is also on the Canadian Pacific Railway, running 69 M. to Lake Megantic (and Moosehead Lake); and the Quebec Central R. R., running by Lake Aylmer and the Chaudière Valley to Quebec (140 M.). **Richmond** (on the St.-Francis River) is the seat of St.-Francis College.

The *Quebec Branch* runs 76 M. N. E. from Richmond to Quebec. Station, *Danville*, a pretty rural village, with beautiful views from Claremont Hill and the Pinnacle (which is 3 M. from Danville, and rises 1,000 ft. from the plain). Kingsey Falls are 7 M. distant, and are often visited. Station, *Arthabaska*, whence a branch road runs 35 M. N. W. down the Becancour valley to Three Rivers, on the St. Lawrence. 10 M. E. of Arthabaska is *Rouillard Mt.*, whence a broad forest-view is gained, extending from the St. Lawrence 40 M. N. W. to the bright Lakes Aylmer and St. Francis, in the distant S. E. The train now passes on through a thinly populated country, and crosses the Chaudiere River about 8 M. from Quebec (2–3 M. from the Falls), and near the point where the Riviere du Loup Division (125 M. long) of the Grand Trunk Railway diverges to the N. E. The train stops at *Point Levi*, opposite Quebec, and passengers are carried across the St. Lawrence in ferry-boats.

Quebec, see Route 56.

From Richmond to Montreal the distance is 76 M. (almost due W.). After passing the copper-mining town of Acton, the train reaches **St. Hyacinthe**, 35 M. from Montreal. This is a curious old Franco-Canadian city, pleasantly situated on the plains on both sides of the Yamaska River. The Cathedral is a fine building, and the college is one of the best in America. "The course of studies here is said to be only equalled by the best Jesuit colleges in France." The * college building is an imposing structure of cut stone, 700 ft. long, and surmounted by a cupola. The fertile district between St. Hyacinthe and Montreal is inhabited by the descendants of the old French immigrants, preserving their language, customs, and religion intact. The railway stations on this tract are Soixante, St. Hilaire, St. Bruno, St. Hubert, and St. Lambert. The

singular mts. of Belœil, Yamaska, and Rougemont are passed, and at St. Lambert the train crosses the St. Lawrence on the * Victoria Bridge.

Montreal, see Route 54.

41. Portland to Farmington and the Rangeley Lakes.

Portland to Farmington, 83 M. in 4 hours; to the Rangeley Lakes, 120 M.

The train leaves the new Union Station and runs over Route 46 to Leeds Junction, where it passes on to the rails of the Androscoggin Division of the Maine Central Railway.

For the next 12 M. the line runs through the town of Leeds, stopping at the stations, *Curtis Corner*, *Leeds Centre*, and *N. Leeds.*

Gen. O. O. Howard was born at Leeds in 1830. He graduated at West Point, and was an instructor there until the outbreak of the Rebellion in 1861. Leading the 3d Maine Volunteer Infantry into the field, he won distinction and a general's commission at Bull Run, and lost his right arm at the battle of Fair Oaks. He commanded the 11th corps of the Army of the Potomac at Fredericksburg, Chancellorsville, and Gettysburg, and then fought in the Georgia campaigns. He commanded the right wing of Sherman's army in the march to the sea, and since the war has been engaged in the work of bettering the condition of the negroes and Indians.

The next three stations (Strickland's Ferry, E. Livermore, and Livermore Falls) are in the long town of E. Livermore, where the train approaches the Androscoggin River. Livermore Falls is devoted to manufactures. This district was called Rockomeka, or "great corn land," by the Indians, and is distinguished for its fine breeds of cattle.

Just across the river is the town of Livermore, the birthplace of the brothers,—Israel Washburne, Congressman, 1851–61, and Gov. of Maine, 1861–3; E. B. Washburne, Congressman from Illinois, 1853–69, and Minister to France, 1869–76, an able statesman and skilful diplomatist; and C. C. Washburne, Congressman from Wisconsin, 1856–62 and 1867–71, a successful general in the campaigns in the lower Mississippi valley, and chosen Governor of Wisconsin in 1871. There is a handsome Gothic public library of granite erected as a memorial, on the Norlands, the Washburne estate, with fine portraits.

The *Rockomeka* is a summer-resort at Livermore Falls.

Stations, *Jay Bridge* and *N. Jay*, with great granite-quarries (stages to Dixfield on Route 40), in the farming town of Jay; and **Wilton** (*Wilton House*), a manufacturing village, from which daily stages run W. 13 M. to **Weld** (*Pleasant-Pond House*), on the shore of a lake, with lofty mts. in the vicinity. Bear Mt. is on the S., Ben Nevis on the W., Metallic Mt. on the N., and Bald and Blue Mts. on the E., the latter being nearly 3,000 ft. above the sea, and 2,360 ft. above the village. Stages run to Chesterville.

Beyond *E. Wilton*, the train crosses the Sandy River and its intervales on a broad, curving trestle, and stops at **Farmington** (*Stoddard*

House; Hotel Marble). The town has 3,200 inhabitants, with a bank, a weekly paper, and 6 churches. This bright village is situated on the favorite grain-lands of the old Canibas Indians, and has also a lucrative lumber-trade. The Western State Normal School is located here; also the Little Blue School, so that this remote village on the edge of the forest has somewhat of an academic air. The Franklin-County buildings are also located here.

Stages run from Farmington to Temple; to New Vineyard, New Portland, and Blaisdell; to New Sharon, Rome, Belgrade, and Augusta.

New Portland and Kingfield (Hotel Winter) are picturesque but thinly populated mt. towns. Near Kingfield on the W. is the Mt. Abraham Range, 3,387 ft. high. The natural and civil histories of the Maine border towns are monotonously alike They were mostly settled between 1775 and 1800, exhibited a slow growth until 1860, and then began to retrograde. The losses occasioned by the war, the great emigration westward, and the sterility of the New-England race are the reasons generally assigned for this decadence, while the severity of the climate, the destruction of the forests, and the exhaustion of the soil are self-evident natural causes of decline. Franklin County, through which the present route is laid, had nearly 2,000 more inhabitants in 1860 than in 1870, and in that same decade the State lost 7,872 in population.

The Franklin & Megantic Railroad runs 15½ M. N. from *Strong*, to Salem, near Mt. Abraham, and Kingfield. Daily stages thence to Stratton and Eustis, 28 M. N. W.

The Rangeley Lakes

have of late years become the favorite fishing-ground of New England, and hotels, cottages, lodges, and camps abound on their beautiful wooded capes and coves. They are nearly 1,500 ft. above the sea, and cover 80 square miles, abounding in trout and other game-fish, and surrounded by great unbroken forests, haunted by game. A quaint little railroad ascends from Farmington, passing *Strong* (stages to Freeman, 5 M.), to **Phillips** (**The Elmwood; Barden House*), a lively frontier-town, with two churches, a paper, and miles of fertile farms. A road and path lead hence to the crest of Mt. Blue. From Phillips a highway runs to *Madrid* (Madrid House), across the Beech-Hill spur of Saddleback, and down to *Greenvale* (*Green-Vale House*), whence a road of 3 M., and a steamboat, run down **Rangeley Lake**, 9 M. by 3 M., to *Rangeley* (Rangeley-Lake House; Oquossoc House), a small lake-side village. 10 M. N. is *Kennebago Lake*, and 7 M. W. is *The Outlet* (Mountain-View House), 1½ M. from *Indian Rock* and *Camp Kennebago*, the headquarters of the powerful Oquossoc Angling Association. Close by is *Cupsuptic Lake*, rich in scenery, and the route to Parmachenee Lake (17 M. by boat, and 8 M. of hard walking). **Mooselucmaguntic Lake**, just below, is traversed by a steamer touching at Richardson's Camp, Bugle Cove, Camp Bema, and Upper Dam, where there are small inns (stages from Camp Bema to Byron, 10 M.). This is the largest of the Rangeley Lakes, and has much beautiful scenery, and very good fishing and hunting. (See also Route 86.)

Below the Upper Dam is **Lake Mollychunkamunk**, 5 M. by 1½, famous for trout and deer, and 6 M. from Mt. Aziscoös; and below this is **Welokenebacook Lake.** There are small steamboats and inns on both these lakes. A 6-M. road leads from the Middle Dam to **Lake Umbagog**, whose steamer runs to Upton and Errol Dam (see pages 244 and 289), and up the lonely Magalloway River, near whose head-waters is **Lake Parmachene.**

Another favorite route to the Rangeley Lakes is from Bryant's Pond, on the Grand Trunk, 22 M. N. to the lovely town of **Andover** (*French's Hotel; Andover House*, $7–10 a week), whence daily buckboards run, 11 M., to the S. arm of Welokenebacook, connecting there with the steamboat at noon. From Bryant's Pond (Glen-Mountain House) the stage passes through *Pin Hook* and *Rumford* (Rumford Hotel), and ascends the Ellis-River Valley by Lead Mt., White Cap, and other peaks. Stage-fare, to Andover, $1.50; thence to S. Arm, $1.50. The road from Andover N. leads through an unbroken wilderness, with picturesque

mountains and notches. The vicinity of Andover is full of interesting excursion-points, — White-Cap Mountains, 7 M. (road within 1 M. of top); Black-Brook Notch, 9 M.; between Sawyer Mt. and Blue Mt.; Sawyer's Notch; and the Cascades. In 1891 the railway from Farmington to Phillips was extended to Rangeley Lake.

42. Portland to the Upper Kennebec.

By either of the Routes 46 or 47 to Waterville, and thence by a branch railroad in 16 M. to Skowhegan. This line passes along the r. bank of the Kennebec, with the stations of Fairfield, Somerset Mills, and Pishon Ferry.

The Somerset R. R. runs farther up the valley, diverging from the Maine Central R. R. at Oakland, and passing through Norridgewock, Madison, Anson, and N. Anson (26 M.).

Skowhegan (*Heselton House*, 150 guests, $10.50–14; *Hotel Coburn*, $8–12) is a pleasant village in a prosperous town of about 4,000 inhabitants. It has 3 banks, a weekly paper, and 5 churches, and derives its importance from numerous manufactories situated on a large water-power. The Kennebec here falls 28 ft. perpendicularly over ragged ledges, with a picturesque island ending at the crest of the fall. The falls are best viewed from the point near the site of the Skowhegan Hotel, or from the carriage-bridge below. From the latter point there is a pleasant view down the river, the most prominent object being the graceful railway-bridge, while the stream is narrowed between high, rocky banks like a western cañon. The favorite drive is to Norridgewock (5 M.) by a fine river-road, returning on the opposite bank, and affording beautiful views of the blue Kennebec.

Stages from Skowhegan to Norridgewock, Canaan, Cornville, Mayfield, Blanchard, Madison, and Solon.

Norridgewock (*Quinnebassett House*) is a beautiful rural town, on the Somerset Railroad, 5 M. from Skowhegan, with the old Somerset-County buildings, and a broad river-side street on which stand some rare and immense old elms. The Kennebec is here crossed by carriage and railway bridges. Here dwells "Sophie May," in one of the great old mansions. 5 M. above is *Old Point* (read Whittier's "Mogg Megone").

At Old Point was the chief town of the Canibas Indians, a powerful tribe of the Abenaqui nation. As early as 1610 French missionaries from Quebec settled here, and in 1695 Sebastian Rale, a French Jesuit, came from Canada and became the spiritual and (practically) political chief of the tribe. Rale was a man of high culture, and had been Greek professor in the College of Nismes (in S. France). He prepared a complete dictionary (now at Harvard University) of the Abenaqui language, which had diminutives and augmentatives like the Italian, and was "a powerful and flexible language, — the Greek of America." While the colonial government policy was generally equitable and fair toward the Indians, frequent gross injuries and cruelties were inflicted on them by irresponsible English adventurers. Hence a burning sense of wrongs endured and the loss of their ancestral lands forced the Indians into a constant state of warlike fervor. It is said that Father Rale had a superb consecrated banner floating before his church, and emblazoned with the cross and a bow and sheaf of arrows.

This was the crusading flag borne often and again over the smoking ruins of Maine and N. H. villages. In 1705 Norridgewock was destroyed by 270 colonial soldiers, who marched thither swiftly in winter by the aid of snow-shoes. At the close of Queen Anne's War (Peace of Utrecht) the Sachem of the tribe went to Boston, to demand workmen to rebuild the village-church, and an indemnity for the destruction of the houses. Mass. promised both, on condition that Norridgewock would accept a Puritan pastor, but the Sachem refused the condition. The Indians soon restored their homes, and suffered another plundering raid in 1722, for which the coast of Maine paid dearly. In 1724 it was seen that the tribe must be driven away before the coast-towns could be held securely, and in August of that year an atrocious attack was made on Norridgewock by 208 colonial soldiers from Fort Richmond. So carefully was the advance guarded by Harmon's Rangers and a company of Mohawks, that the village was surrounded, and the first intimation of the presence of the colonials was conveyed in a shower of bullets which swept through the streets. Some of the Indians escaped through the thin environing lines, but all who remained in the wigwams — men, women, and children — were massacred.

"The noise and tumult gave Père Rale notice of the danger his converts were in, and he fearlessly showed himself to the enemy, hoping to draw all their attention to himself, and to secure the safety of his flock at the peril of his life. He was not disappointed. As soon as he appeared, the English set up a great shout, which was followed by a shower of shot, when he fell dead near to the cross which he had erected in the midst of the village. Seven chiefs, who sheltered his body with their own, fell around him. Thus did this kind shepherd give his life for his sheep, after a painful mission of 37 years." (CHARLEVOIX.) When the fragment of the tribe re-entered the ruined village, they found Rale's body, horribly mutilated, at the foot of the mission cross. "After his converts had raised up and oftentimes kissed the precious remains, so tenderly and so justly beloved by them, they buried him in the same place where he had, the evening before, celebrated the sacred mysteries, namely, the spot where the altar stood before the church was burnt." (*Histoire Générale de Nouvelle France.*) Bishop Fenwick, of Boston, erected a granite obelisk on the site of the church in 1833. After lying desolate for half a century, Norridgewock was settled by the whites in 1773.

Beyond Norridgewock, the Somerset Railway runs to *Madison*, whence daily stages 7 M. S. W. to *Starks* (Clifton House); and **N. Anson** (*Somerset House*), a busy little village, whence daily stages run up the Carrabasset Valley 8 M. N. W. to N. New Portland, connecting there with stages thrice weekly to *Dead River* (Mt.-Bigelow House), 19 M. N. W.; *Flagstaff* (Flagstaff House), 28 M., at the foot of Mt. Bigelow; and **Eustis** (*Shaw House*), 36 M.

Beyond N. Anson, the Somerset Railroad traverses the thinly settled town of Embden, and crosses the Kennebec River to **Solon** (*Carritunk House*), a pretty but decadent village on the heights (stages daily to Skowhegan, 15 M.). Here the Kennebec narrows from 480 ft. to 40 ft., and plunges downward 20 ft., at the Carritunk Falls. 6½ M. farther N. the railway ends, at **Bingham** (*Bingham House*). Daily stages run N. from Bingham 14 M. to *Carritunk* (Carney's Hotel), and 23 M. to **The Forks** (*Forks Hotel*, 100 guests, $6–14 a week), at the confluence of the Kennebec and Dead Rivers. This little forest-girt hamlet is 5 M. from the island-strewn and mountain-walled Moxie Pond; 12 M. from the fine trouting of Pleasant Pond; and 25 M. (no road) from Moosehead Lake. Thrice weekly stages run 15 M. N. W. to **Parlin Pond** (*Parlin-Pond House*, $5–14 a week), a beautiful sandy-shored lake, famous for its good fishing. All this wild and sequestered region yields abundant hunting and fishing.

This is the old route from Quebec to New England, traversed yearly by thousands of French-Canadians, and running in 160 M. from Skowhegan to Quebec, by Moose River, Sandy Bay, and the Chaudière Valley (by St. Joseph de Beauce). *The Canadian Pacific Railway* reaches Moose River, Attean Pond, Spider Lake, and other localities in this region (see page 433).

43. Boston or Portland to Moosehead Lake.

The Mount-Kineo House is 12½ hours from Boston (9 A. M. to 9.30 P. M.), by the Boston & Maine (E. Div.) and Maine Central Railroads, to Dexter and Dover, the Bangor & Piscataquis line, and the lake steamboat (2 hours). The new Canadian Pacific Railway, from Mattawamkeag to Lake Megantic and the West, crosses the southern part of Moosehead Lake, meeting the Bangor & Piscataquis line at Greenville Junction.

The Bangor and Aroostook train ascends the Penobscot River for 12 M., by *Veazie* and *Orono*, to Oldtown, where it diverges from the Maine-Central line and runs up the Piscataquis Valley, across the decadent towns of Alton, Lagrange, and Orneville. At *Milo Junction* a railroad diverges to the N. 17 M. up the Pleasant-River Valley, famous for its slate-quarries, to **Katahdin Iron-Works** (*Silver-Lake Hotel*, 100 guests), around which are very good trout-ponds and deer-haunted woods, with the Whitecap, Horseback, and Chairback Mts., the Gulf, the Ebeme Mts., and the Houston Ponds. A rude logging-road leads N. to Ripogenus and Chesuncook. At Brownville, on this line, may be found guides, and the road to *Schoodic* and Seboois Lakes and the Ebeme Ponds.

From *Sebec* station, on the main line, daily stages run N. to S. Sebec, Sebec (5 M.), and Barnard. From Sebec a steamboat runs daily up the beautiful **Sebec Lake**, 12 M. long, to the *Lake House*, at the mouth of Wilson Stream. Boats, guides, and supplies may be obtained at Sebec for excursions to Buck's Cove, Lake Onaway, and other famous fishing-grounds, amid charming wild scenery. The Hotel Richardson is at Sebec.

Dover (*Blethen House*), the shire-town, has a newspaper and many farms, and a railway S. W. to Dexter and Newport. Across the river is *Foxcroft* (Foxcroft Exchange), a busy manufacturing village. The train passes on by *Sangerville* and *Guilford* (Turner House), to *Abbott Village* (Buxton's), whence a daily stage runs N. 14 M. to Howard and Willimantic, at the head of Sebec Lake. The line next rises on high grades, giving fine views over the hill-girt valley. From Monson Junction a branch line runs N. 5 M. to **Monson** (*Lake-Hebron Hotel*, 100 guests), where 300 men quarry fine slate. Lake Hebron is 900 ft. above the sea, and 3½ M. long. In the vicinity are Lake Onaway, 8 M.; Greenwood Lake; Sebec Lake, 9 M.; and a score of forest-enwalled ponds, stocked with trout, land-locked salmon, and German carp.

Beyond Monson Junction the line traverses Blanchard and Shirley (*Shirley House*), and reaches Moosehead Lake at **Greenville** (*Moosehead Inn*), near which it crosses the Canadian Pacific Railway (see page 433).

Moosehead Lake.

The magnificent wilderness lying about and beyond Moosehead Lake, as far as the Canadian frontiers, with its lakes and rivers, portages and camps, fishing and hunting grounds, &c., are very carefully described, with large maps and plentiful illustrations, in Lucius L. Hubbard's "Woods and Lakes of Maine," and also in the same author's "Guide to Moosehead Lake and Northern Maine."

Kineo is a peninsula situated half-way up Moosehead Lake, projecting from the E. shore so far that the lake, which a few miles below is 15 M. wide, is here narrowed to little more than 1 M. Mt. Kineo is 900 ft. high, rising gradually from the water on the N. and W., and on the S. and E. presenting perpendicular faces of flint rock. The Pebble Beach is formed of pieces of stone of various colors broken from the mountain, rounded and polished by the action of the water. S. of the mt. the ground forms a plateau sloping gently to the water. Here stands the Mt.-Kineo House, with accommodations for 500 guests, fitted with modern conveniences, — a first-class hotel erected (in 1884) and maintained in the wilderness. It is famed as a headquarters for trout-fishermen, who come in great numbers from all parts of the United States for the fishing in June and September. It is also a favorite refuge for those afflicted with hay-fever, and a resort for all who enjoy the air and scenery of lake and mountain combined. Carriage-roads and wood-paths lead to the Cliff, Pebble Beach, &c. Steamers belonging to the house convey guests to any part of the lake. Here camping parties for all points farther up the lake, for the West Branch of the Penobscot, and the St. John waters, obtain guides and supplies. The transient rates at the Mt. Kineo are $2 a day for June, $2-3 for July and Oct., $2.50-3.50 for Aug. and Sept., with discounts for sojourns of a week or more. Electric bells, steam-heating, gas, elevator, &c.

Greenville (*Lake House; Eveleth House*) is a small farming village on the S. shore, and about 5 M. W. of Wilson Pond, which is famed for its trout. Here may be seen many lumbermen,— Americans, Indians, and Canadian and Acadian Frenchmen,— rude and stalwart foresters. "Maine has two classes of warriors among its sons,— fighters of forest and fighters of seas. Braves must join one or the other army. The two are close allies."

Moosehead Lake is 35 M. long, from 4 to 12 M. wide, and contains 220 square miles. It is 1,023 ft. above the sea, to which its waters pass by the Kennebec River. The shores are monotonous and uncultivated, save where Mt. Kineo runs out into the lake, though distant mts. on either side give variety to the view. Except Greenville, at the S. end, there are no towns, plantations, or permanent settlements on these lonely shores.

Steamers leave West Bay daily for Mt. Kineo. Passing out of the long, deep cove in which the village is situated, the Squaw Mt. is seen on the l. and the steamer runs N. between Deer Island on the l. and Sugar Island on the r. E. of the latter is Lilly Cove, strewn with romantic islets and surrounded by mts. Beyond Sugar Island the great bay is seen to the S. W., through which the Kennebec flows outward toward the sea, while Spencer Bay opens to the N. E., with Spencer Mt. (4,000 ft. high) at its head. Katahdin may be seen to the N. E. on a clear day. The bold bluffs of Kineo are now seen ahead, and the steamer stops near its base and close by the hotel.

At 16-18 M. N. of Mt. Kineo, over the desolate-shored North Bay, the end of the Lake is reached, and a well-travelled portage of 2 M. leads across to the Penobscot River. This river may be descended in a birch-canoe well guided (passing several rapids) to Chesuncook Lake, 20-30 M. N. E. Plain forest-fare and rude forest-life must be encountered here. Chesuncook is about 20 M. long and 1-3 M. wide,

and lies to the S. of the large Lakes, Caucomgomuc and Caucomgomosis, and the Allagash chain of lakes, the southernmost and largest of which is Apmogenagumook. Beyond Chesuncook (S. E.) Ripogenus Lake is traversed, then ensues a 3 M. portage, and then the river is descended for many leagues to Pemadumcook Lake, with Mt. Katahdin boldly prominent on the N. E. and N. This mt. is sometimes ascended with the canoe-guides, from the river, — a long and arduous journey. From Pemadumcook the widening river (more properly the W. branch of the Penobscot) may be followed to Mattawamkeag or Oldtown.

Good guides, a supply of provisions, and strong clothing are requisite for this tour, which requires 7–10 days, from Greenville to Oldtown. (See a vigorous account of this route by Theodore Winthrop, "Life in the Open Air," Chaps. VI.–XV.; also Thoreau's "Maine Woods.")

44. Portland to Rockland.

By the Maine Central Railway in 96 M. The train leaves the handsome new Union Station in Portland and passes over Route 47 to Brunswick. Stages run thence to Harpswell and Orr's Island. A few miles beyond Brunswick, the train reaches **Bath** (*Sagadahoc House*), a maritime city situated on the Kennebec River, 12 M. from the sea. Bath has 9,000 inhabitants, with a valuation of $6,400,000, 7 banks, and a daily paper. It was formerly the fourth city in the republic in the shipbuilding business, and grew in wealth and prosperity until the decline of American commerce. This branch of industry was founded here in 1762, and was favored by the facility with which the best ship timber was floated down the Kennebec from the northern forests. In 1853 and 1854 the tonnage built here amounted to 107,854. The city has a fine harbor, rarely embarrassed with ice, and deep enough for the largest ships. The streets are irregular in their contour, and the settled district extends for over 3 M. along the W. bank of the river, being only about ½ M. wide. The river at this point is over ½ M. in width, and is rapid and deep. There is a neat Government building here, also the Sagadahoc County buildings, and 11 churches.

The site of Bath was first visited by Capt. Weymouth in 1605. It was bought from Robin Hood, an Indian chief, by Rev. Robert Gutch, of Salem, who lived here from 1660 to 1679. The growth of the settlement was very slow until the close of the Revolutionary War, when an active lumber and shipping trade sprang up, which was but momentarily injured by the Embargo and the War of 1812. From causes which are national rather than local, Bath's leading industry has been checked, and the city, like the other small maritime cities of New England, is turning towards manufactures.

The Kennebec Steamboat Co. sends vessels thrice a week, from Lincoln's Wharf, Boston, at 6 P. M., to Bath, Richmond, Gardiner, Hallowell, and Augusta.

The long peninsulas and narrow parallel islands which run into the salt water below Bath are very interesting in a historical point of view. *Arrowsic* is an island town with about 250 inhabitants, on 20,000 acres of land, much of which is salt-marsh. This island was settled and fortified in 1661, and its settlement was destroyed by an Indian raid in 1723. In another midnight attack, 50 houses were burnt, and 35 persons were killed and captured in the fort, which was stormed in the darkness. Months after, a detachment of soldiers landed to bury the dead, but were ambushed and rudely handled. *Georgetown* is an island town below Arrowsic, with similar annals of early adventure. *Phipsburg* is a long peninsula, stretching for about 12 M. from Bath to Bald Head Cape, bounded on the W. by

Quohog Bay, and on the E. by the widenings of the Kennebec. The Huguenot chief, De Monts, planted the cross here in 1604, and in 1607 Sir George Popham and Raleigh Gilbert (nephew of Sir Walter Raleigh) came here with 2 ships and 100 men. "They sayled up into the river neere 40 leagues, and found yt to be a very gallant river, very deepe," and then returned to this peninsula, where they landed and celebrated the service of the Episcopal Church, assembled around their chaplain. This is said to have been the first Christian service in New England. A line of cabins and a church were built, and Fort St. George was raised for their protection. After a quarrel between the colonists and Indians, the latter got possession of the fort, and plundered it; but having scattered around several barrels of powder (being ignorant of its qualities), it caught fire and exploded, destroying the fort and the Indians. The remaining aborigines, interpreting the fatal explosion as a Divine punishment, hastened to be reconciled with the colonists, whom they supplied with food all winter. The intense cold of the winter of 1607–8, the destruction of their stores, the dubious favor of the Indians, and the death of Popham and other leaders caused the colony to break up in the spring and return to England, having "found nothing but extreme extremity." The peninsula was resettled in 1716 by the Pejepscot proprietors, who erected here a stone fort 100 ft. square, made houses and roads, and established a line of communication by sea with Boston. A few years later it was destroyed by a sudden Indian attack, and the fort was demolished. The peninsula was again settled in 1737, and in 1814 was incorporated, and named in honor of Sir William Phips. The town has 1,344 inhabitants, largely engaged in fishing and shipbuilding, and its shores are rugged and irregular. Seguin Island lies off shore to the S. There are one or two small summer boarding-houses on the peninsula.

Steamboats run two or three times a day from Bath to Westport, Boothbay, Five Islands, Squirrel Island, Capitol Island, etc. Another line of steamboats from Bath descends the Kennebec River to Popham Beach. The boats of the Kennebec Steamship Co., leaving Lincoln Wharf, Boston, for Bath and towns up the river, run only during the summer.

Stages from Bath daily to Winnegance, 2½ M.; Phippsburg, 7 M.; Popham Beach, 15 M.; Ashdale, Small Point, and Cliffstone; Arrowsic, 5 M.; Georgetown, 10 M.; and Bay Point, 14 M.

At Bath the through cars for Rockland are taken across the Kennebec River on a large steam ferry-boat, and run on to *Woolwich*, on the farther shore. This town was settled in 1638 on the Indian domain of Nequasset, and depopulated by an attack in 1676. 50 years later it was re-settled, and in 1759 incorporated as Woolwich, so named from a resemblance of the Kennebec River at this point to the English Thames at Woolwich.

William Phips was born at Woolwich in 1651, and was a shepherd on its rocky hills. Learning how to read and write, and then acquiring the art of ship-carpentering, he rose in consideration and influence. In 1684 he sailed from London in a war vessel, to attempt the recovery of the gold from a sunken Spanish treasure-ship near the Bahamas. The quest was unsuccessful, but in 1687 he succeeded in recovering from the wreck $1,500,000 in jewels and bars of gold and silver. He was knighted by the king, and received $80,000 of the treasure. He commanded the expedition which took Port Royal from the French, and from 1692 to 1694 he was Gov. of Mass. In 1694 he died suddenly at London, where he had gone to render an account of his government. His activity, bravery, and enterprise enabled him to rise from the tasks of an unlettered shepherd on the Woolwich hills to the governorship of the chief British province in America.

Beyond Woolwich the train passes the country stations of Nequasset and Montsweag, and then stops at *Wiscasset* (Hilton House), a maritime town on the Sheepscot River, 12 M. from the sea. It has 1,733 inhabitants, 2 banks, and a weekly paper. The widenings of the river opposite Wiscasset afford a broad and capacious harbor, with 12–20 fathoms of water, and but rarely troubled with ice. It was

once talked of for a U. S. naval station. This town was laid under contribution by the British sloop-of-war "Rainbow," during the Revolution. Its palmiest days were between 1780 and 1806, when the maritime trade was very extensive, and many leagues of back country were dependent on it for supplies. This prosperity was ruined by the Embargo and the War of 1812, and Wiscasset is now only a pleasant village, fading slowly from its picturesque hills.

Daily stages run from Wiscasset to *Boothbay* Harbor, 15 M. S., another of the ancient peninsular towns. It was visited by Weymouth in 1605; settled in 1630; destroyed in 1688; and resettled in 1730. Its fine harbor was chosen for a naval station by the British government about 1770, but the outbreak of the Revolutionary War prevented national works from being constructed. The town has 1,700 inhabitants, who are mostly engaged in the fisheries, the coasting trade, and in shipbuilding. The village is very attractive, with islands in front guarding the noble harbor, in which, during long storms, 4–500 sail of fishing vessels sometimes take refuge. Many summer visitors rest at Boothbay, which is reached also by steamer from Bath. (See also page 455.) The **Rosicrucian Springs,** 2½ M. from Wiscasset, are valuable alkaline-saline waters, like the German *seltzer*, beneficial for dyspepsia, rheumatism, malaria, etc.

The neighboring scenery, along the Sheepscot River, and about the ruins of Old Sheepscot and Fort McDonough, is interesting.

Beyond Wiscasset the train passes to the station, *Newcastle* and *Damariscotta.* A considerable settlement was made at Newcastle early in the 17th century, as is evinced by the traces still seen. It was probably destroyed by the French, and its memory has faded from history. Many years after this colony fell, another was established, which was destroyed in King Philip's War. A third settlement on the same site was destroyed in 1688, and the land lay desolate for 30 years. The town now contains 1,300 inhabitants, mostly engaged in manufacturing. Damariscotta (*Maine Hotel*) was settled in 1640, and was a frontier post of the old Pemaquid Patent. It was often assailed by the Indians, and twice or thrice was abandoned. It was named for Damarine, Sachem of Sagadahoc (called Robin Hood by the English), and now is generally spoken of, in the country-side, as "Scottie." It has 1,000 inhabitants. The Damariscotta River separates it from Newcastle.

Stages run from Newcastle to Damariscotta Mills; Walpole, 7 M.; W. Bristol, 9 M.; S. Bristol, 14 M.; Bristol, 8 M.; Pemaquid, 11 M.; and Pemaquid Beach, 14 M. From Damariscotta to S. Jefferson and Bunker Hill. *Bristol* is a territorially large town, embracing nearly all the peninsula between the Damariscotta River and Muscongus Bay. It has about 3,000 inhabitants, and at the village of Round Pond are extensive oil-works. There is a summer-hotel at Pemaquid.

Pemaquid.

On and near a rocky promontory in the extreme S. of Bristol is the site of the ancient colony of Pemaquid, than which no locality in New England has more of historic charm. The Maine Historical Society has explored these deserted shores, and the site and ruins of Fort Frederick have been secured for a monument to be erected in honor of the pioneers.

Capt. Weymouth visited Pemaquid in 1605, and kidnapped several Indians. 10 years later a furious war broke out between the Tarratine Indians and the Bashaba or Chief of the Western Maine tribes. The Bashaba and his family and council-

lors were put to death by a daring inroad of the Tarratines, but the tribes had become greatly reduced by the war and an ensuing pestilence. The Wawenocks (fear-naughts) occupied the peninsulas about Pemaquid, but were so reduced in strength as to be unable to prevent colonization. In 1630 it is said that a fort was erected here, and in 1631 the Pemaquid Patent was granted to two merchants of Bristol. In 1632 the pirate Dixey Bull entered the harbor, plundered the village, and carried away the vessels. Massachusetts sent an armed ship against him, but he was taken by a royal cruiser, and executed (probably) at London in 1635. In 1648 all this region was formed into a "Ducal State," and made an appanage of James, Duke of York (afterwards King James II.). No religious service but the Anglican was allowed. In 1635, the 16-gun brig "Angel Gabriel" was wrecked here, and in 1674 Sir Edmund Andros built Fort Charles, brought in many Dutch immigrants, and named the place Jamestown. It had then three long, paved streets, with several cross-streets, and was called "the metropolis of New England." The Indians remained tranquil during King Philip's War, until they had suffered grave affronts from the colonists, when they swept down on Pemaquid and utterly destroyed it. Many of the people escaped in boats to Monhegan, an island far out in the sea. In 1678 the place was reoccupied, and in 1689 it was again destroyed by the Tarratines, the 3 captains of the garrison having been killed. The point was reoccupied by 850 Mass. troops, and in 1692 Sir William Phips erected a stone fort here, mounting 18 guns, and called the strongest on the continent. This was named Fort William Henry, and soon repulsed an attack by 2 French 36-gun frigates. In 1693 13 Tarratine and Penobscot chiefs submitted at the settlement, and the village grew rapidly. In 1696 Iberville (having defeated an English fleet on the coast) attacked the place with a fleet bearing several hundred French regulars, some Mic-Mac Indians, and 200 Tarratines under Baron de Castine. After bombarding Fort William Henry from batteries on the opposite point and from the fleet, a breach was made and the fort was taken. The settlement was plundered and ruined, and the surviving inhabitants were led into captivity. It was soon settled again, and when Mass. took possession of Maine its people begged that Pemaquid might "remain the metropolitan of these parts, because it ever have been so before Boston was settled." In 1724 the ruined fort was somewhat repaired to defend the people in Lovewell's War, and in 1730 it was rebuilt under the name of Fort Frederick, by Col. Dunbar, surveyor of the King's woods in America. This officer had a fine mansion here, and laid out a new city, but was soon relieved on account of his arbitrary acts, and was made Gov. of St. Helena. Fort Frederick was attacked in 1745, and in 1747 it was assaulted by a French force, which was repulsed with heavy loss. The fort was destroyed by the people in the Revolutionary War, lest it should become a British post. In 1813 a sharp naval battle occurred off Pemaquid Point, when the American brig "Enterprise" was attacked by the British brig "Boxer." After a conflict of 48 minutes the "Boxer" surrendered, having suffered severe losses. In 1814 the place was attacked by 275 men in boats from the frigate "Maidstone," who were repulsed with such severe loss that the captain of the frigate was discharged from the British navy.

Ancient fortifications, streets, cellars, wharves, and cemeteries are found all over the Point, and many remarkable antiquities may be shown by the farmers near the now deserted point.

> "The restless sea resounds along the shore,
> The light land-breeze flows outward with a sigh,
> And each to each seems chanting evermore
> A mournful memory of the days gone by.
> Here, where they lived, all holy thoughts revive,
> Of patient striving and of faith held fast;
> Here, where they died, their buried records live,
> Silent they speak from out the shadowy past."
>
> *Pemaquid:* a ballad.

Beyond Damariscotta the train runs near the beautiful Damariscotta Lake, which covers 10 square miles, and has steamboat navigation; and crosses the Baptist town of Nobleborough. **Waldoborough** (*Exchange*) is a handsome maple-shaded village, settled in 1753–4 by 1800 Germans.

Station, **Warren** (*Hotel Warren; Wight Hotel*), settled by Scotch-Irish in 1736, and where Scotch cheviot cloth is made, at the George's-River mills. Daily stages to Union (Rural House; Burton), 8 M. N. Station, **Thomaston** (*Knox House*), with 3,000 inhabitants, a newspaper, 12 banks, and 6 churches. Here is the Maine State Prison, founded in 1824 (150 prisoners). The harbor is a deep and picturesque expansion of St. George's River.

In 1720 a fort was built here (near the present railway-station), and garrisoned and armed with cannon by Mass. It was furiously attacked by the Tarratine Indians in 1722, and, an assault led by French monks having been disastrously repulsed, a mine was dug. This work was so unscientifically done that it fell in on the besiegers, who retired in confusion. In midwinter of 1723 it was again beleaguered vainly for 30 days, and in 1724 it was attacked by a fleet of 22 vessels (captured fishermen). A sharp naval skirmish was fought with colonial reliefships, which were forced to retire, greatly damaged by the Indian artillery. But the fort still held out and repulsed every attack, and stood until the Revolution, when it was demolished by the British. Gen. Waldo (who died in 1759) obtained possession of the Muscongus Patent, embracing a tract of 30 M. wide on each side of the Penobscot, and settled the peninsulas with Germans and Scotch-Irish. This tract came into possession of Gen. Knox through his wife, who was the heiress of part of it, and about 1793 he built here the finest mansion in Maine, and lived in baronial state, entertaining numerous guests with splendid hospitality.

Henry Knox was born in Boston in 1750, and became a skilful military engineer and artillerist. He was commander of the artillery of the Continental Army, engaged in most of the important battles and sieges of the Revolution, and was Secretary of War from 1785 to 1795. He originated the first and only order of American chivalry, the Society of the Cincinnati, was strongly aristocratic in his tastes, and demanded the observance of the etiquette of a palace at his manor in Thomaston. The Knox mansion stood close to the present railway-station (which was one of the offices of the estate), and was demolished in 1872.

Stages run from Thomaston to the ancient peninsular towns of Cushing and Friendship, on Muscongus Bay; also to St. George, a historic old town, which projects into the sea, and is near the islands which Weymouth named St. George's (in 1604). Weymouth set up a cross (Anglican) on these shores, and wrote, "I doubt not . . . it will prove a very flourishing place [Maine] and be replenished with many faire townes and cities, it being a province both fruitful and pleasant." In 1724, 16 soldiers from the Thomaston Fort, led by Capt. Winslow, were ambushed and destroyed among St. George's Islands, and in 1753 a strong stone fort was built on this peninsula.

The train soon reaches **Rockland** (*Thorndike Hotel*), pleasantly situated on Owl's-Head Bay, looking out on Penobscot Bay. This city has 8,200 inhabitants, 4 banks, 4 weekly papers, 8 churches, a new Court House, a new granite Post-Office, and a copious supply of water from the beautiful Lake Chickawaukie. Ship-building is carried on, but the chief industry is lime-burning, 1,200,000 barrels being made yearly by 1,000 men, in 82 kilns. The kilns should be seen at night. The environs of Rockland abound in picturesque hill and marine scenery.

Steamboats run almost daily to Boston, Bangor, Portland, Castine, Machias, Jonesport, Sullivan, Mount Desert, Hurricane Island, Vinalhaven, Dyer's Island, North Haven, Blue Hill, Ellsworth, Camden, Northport, Belfast, Bucksport, etc. Daily stages to S. Hope, Union, Belfast, Camden, Owl's Head, St. George, etc.

The granite of the adjacent islands is unrivalled for its beauty, compactness, and uniformity. Dix Island is a vast mass of granite, where the vessels load directly from the sides of the ledges. It furnished the stone for the N. Y. and Phila. Post-Offices, and the immense monolithic columns for the U. S. Treasury at Washington. The Bodwell Co. at Vinalhaven and Spruce Head furnished the material for the new Government building at Cincinnati and the State, War, and Navy Departments at Washington. The Bay-Point Hotel is a summer-house at Rockland Breakwater.

45. Boston to Mount Desert.

A railroad line runs S. E. from Bangor to Ellsworth and Mount-Desert Ferry, whence ferry-boats to Bar Harbor, 8 M. (295 M. from Boston; 9–10 hrs.). 2 trains daily, with Pullman cars.

Staunch steamships leave Boston nearly every evening (at 5 P. M.), reaching Rockland very early the next morning, and there connecting with the steamboat for Mt. Desert (in 5 hrs.).

Passengers leaving Boston on the evening express-train (7 P. M.; Eastern Div. Boston and Maine) reach Rockland in time to take the steamboat (wharf close by station) for Castine and Mt. Desert.

Steamboats leave Bangor Tues., Thurs., and Sat., at 8 A. M., running to Bar Harbor in 8 hrs., and touching at Castine, Islesboro, and other points.

The *Frank Jones* leaves Rockland for Bar Harbor on Tuesdays, Thursdays, and Saturdays, at 6 A. M.

The tourist should arise as early as possible, to enjoy the scenery of Penobscot Bay. Leaving Rockland, with Owl's Head on the r. and the picturesque Camden Hills on the l., the steamer crosses the broad Penobscot Bay, between the insular towns of Islesborough and Vinalhaven, and at about 7 A. M. reaches **Castine** (*Acadian Hotel; Castine*). This is a pretty village on a narrow peninsula projecting into the bay, and its history is of great interest. Perkins St. leads to the sea-swept Dice's Head, with its summer cottages. See Noah Brooks's article on Castine, in the *Century Magazine*, Sept., 1882.

This peninsula was called Pentagoet, and was taken by the Plymouth Company for a trading-post. There was a Puritan fort here in 1626, and at a later day the place was taken by the fleet of D'Aulney, who had been sent out by Cardinal Richelieu and Razilla, to recover Acadia. D'Aulney built strong fortifications here, and withstood a long bombardment from two Mass. ships under Capt. Girling. The next few years are made romantic by the wars of the rival feudal lords, D'Aulney and La Tour, the one Catholic and the other Huguenot, in which Pentagoet and St. John suffered repeated sieges and attacks. In 1674 a Dutch fleet took Pentagoet after suffering some losses. In 1667 Vincent, Baron de St. Castin, formerly colonel of the Royal Carignan Regiment, and the lord of Oleron, in the French Pyrenees, came to Pentagoet, married the daughter of Madockawando, the Sachem of the Tarratines, and became the apostle of Catholicism among the tribes, who revered him more than his creed. In 1688 Sir Edmund Andros, with the "Rose" frigate, plundered the settlement, and St. Castin was ever after a bold enemy of Mass. In 1696 he led his Indians in Iberville's fleet against Pemaquid, which he destroyed. After living here for 30 years, he fought in the Nova Scotia campaigns of 1706–7, and then returned to France. His son by the Tarratine princess became chief of the Penobscot tribes, and was a peaceful, brave, and magnanimous gentleman, who ruled his wild subjects successfully until 1721, when he was led prisoner to Boston. He usually wore the Indian costume, but sometimes appeared in a superb French uniform. In 1722 he went to France, and took possession of his father's property, honors, and seigniorial rights, and lived until his death on his Pyrenean estates. Lineal descendants of the St. Castins have governed the Tarratines until the present (at least until 1860). The New-Englanders settled at Castine in 1760, and in 1779 it was fortified by 650 British soldiers. Mass. sent a powerful force against this point, consisting of 2,000 soldiers, in 24 transports, convoyed by 19 war-vessels, carrying 344 cannon. The Americans were twice repulsed from the peninsula, but after losing 100 men in a third attempt they landed and opened batteries. After several days of cannonading, 7 British frigates (204 guns) entered the bay, and bore down on the crescent line of American ships. After one broadside the American line was

broken, and a disgraceful *debandade* ensued. After a hot pursuit among the islands and up the river, every vessel of the great fleet was taken or destroyed, without resistance. The army straggled in broken squads to the Kennebec settlements, and Commodore Saltonstall was cashiered for the most shameful defeat which America ever suffered on the sea. Castine was held by the British from 1779 to 1783, and was again taken and held by 4,000 of their troops in the War of 1812. The history of Castine has more romantic interest than that of any New England town, and its soil abounds with the relics of 5 national occupations, while 5 naval battles have been fought in its harbor.

Castine is a wealthy town, with neat wide streets and fine residences. It is the seat of the Eastern Normal School, and has 3 churches. The chief business of the people is connected with the sea, in shipbuilding, coasting, or the deep-sea fisheries. Faint traces of St. Castin's fort are seen, and on the hill behind the village the English Fort George is well preserved. The remains of various American batteries and field-works are found on the peninsula, while the harbor is commanded by a neat little fort recently erected by the United States. Castine is a favorite summer-resort, by reason of its seclusion, its heroic memories, its fine boating and fishing facilities, and the salubrity of its sea-breezes.

From Castine the steamer turns S., and rounding Cape Rosier, passes through a narrow sound, and stops at *Deer Isle*, an insular town of 3,400 inhabitants, devoted to the deep-sea fisheries. The sound is then crossed to *Sedgwick*, a rugged and thinly inhabited town, beyond which the course is S. E. around Naskeag Point, and across the island-strewn Bay, with Mt. Desert looming in front, and the lofty Blue Hill (950 ft. high) on the N. Passing around the lower point of Tremont, **S. W. Harbor** is entered, and the steamer stops at a pier near a great lobster-canning factory. Leaving this point, the island shores are rounded, with their remarkable rock-bound cliffs and overhanging mountains, to **Bar Harbor.**

Mount Desert.

Hotels. — At *Bar Harbor*, The Malvern (150 guests), $25 to $30 a week; The Louisburg, $4.50 to $5 a day; West End, $15 to $25 a week; Rodick House, $14 to $25; Newport, and Marlborough, $14–18; Grand Central, $10–20; St. Sauveur, $14–35; Des Isles, Hamilton, Lynam, and Belmont, $14–18. Eagle-Lake House. At *Seal Harbor*, Glencove; Seaside. At *Northeast Harbor*, Kimball House, Rock End, Harbor Cottages, Clifton, Roberts, Indian-Head Cottage, $10–16 a week. At and about *Southwest Harbor*, Island House, $9–12; Freeman, Stanley, Ocean, and Sea-Wall Houses, $8–10; Claremont, $10–14; Dirigo, $8–14. At *Somesville*, Mount-Desert House, $6–10. At *Mount-Desert Ferry*, near the head of Frenchman's Bay, is the Bluffs, a handsome summer-hotel for 200 guests ($10–25 a week). *Steamships* run from Boston to Bar Harbor thrice weekly, in summer.

Mount Desert is an island covering 100 square miles, and is distinguished for its wild and romantic scenery of mountain, lake, and shore, and for its curious and poetic history. Politically, it is divided into 3 towns, with an aggregate of about 5,000 inhabitants, on 60,000 acres of land. It is said that there is no point (except Rio Janeiro) on the Atlantic coast of the Americas, where such magnificent scenery is found, — the sublimity of the mountains challenging the eternal grandeur of the sea. There are 13 distinct mountain-peaks here, with numerous lakes, while a deep, narrow arm of the sea runs to the N. nearly through the island.

The sea-shore by Bar Harbor. The view from the village is very pretty, extending across the Porcupine Islands in Frenchman's Bay to the rolling hills of Gouldsborough. There are beaches near the village, and the high rocky islet across the narrow harbor is Bar Island. The beach rambles may be done by the water-side at low tide, but the chief points of interest are more easily and safely reached by the roads which follow the shore. *Cromwell's Cove* is nearly 1½ M. S. of the village, and has bold cliff-shores, on one of which is seen the rock-figure called the Assyrian. The Indian's Foot (a foot-print in the rock) and the Pulpit are in this vicinity. 4 M. S. of Bar Harbor (by a road leading under Newport Mt. on the r., and with the Bay and the round-backed and bristling Porcupine Islands on the l.) is **Schooner Head,** a high, wave-washed cliff, with a white formation on its seaward side, which resembles a schooner under sail. It is said to have been cannonaded by a British frigate in 1812. The Spouting Horn is a passage worn through the cliff, through which the billows sweep in stormy weather, and form an intermittent fountain above the cliff. The Mermaid's Cave is S. of the Head, and 1½ M. beyond is * **Great Head** (gained by a field-path to the l.), "the highest headland between Cape Cod and New Brunswick," with wonderful cliffs and chasms, and a broad sea-view. Newport Beach stretches beyond Great Head to Thunder Cave (entered only by boat), which is in the lofty Otter Creek Cliffs.

6–7 M. N. W. of Bar Harbor are the *Ovens,* a range of caves in the porphyritic cliffs on Salisbury Cove, where the sea has produced some fine effects of beach and worn rocks and bright and dripping ledges. The Via Mala is a long passage in the neighboring cliffs. At Hull's Cove (*Hull's Cove House,* $7–10.00 a week), 2 M. N. of Bar Harbor, is a neat crescent beach, near which the Gregoires dwelt. Madame Marie Therese de Gregoire was the granddaughter of the Gascon noble, Condillac, to whom the King of France granted Mt. Desert in 1688. In 1785 she claimed and received the island, and lived here with M. Gregoire until her death (about 1810). From Point Levi, N. of the Cove, a fine view is given of Frenchman's Bay, which is 10–12 M. long and about 8 M. wide, with Newport and Schoodic Mts. on r. and l., at its entrance, — "the Pillars of Hercules at Mt. Desert."

* **Jordan's Pond** is 9 M. S. W. of Bar Harbor, by a road passing through Echo Notch. About 8 M. beyond the village a side road to the r. is taken, which leads to the lake, situated between the noble cliffs of Sargent's Mt. on the W. and Mt. Pemetic on the E., with the Bubble Mts. on the N. The banks of this lake furnish the most beautiful prospects on the island, with rare combinations of the charms of mountain-waters and mountain-cliffs. The lake is 2 M. long, and ½ M. wide, and affords good trout-fishing.

Eagle Lake (so named by F. E. Church, the artist) is 2½ M. W. of Bar Harbor, and is reached by a path leaving the road near Green Mt. It is 2 M. long, with Green Mt. on the E., Sargent and the Bubble Mts. on the S. and S. W., and the bold peak of Pemetic on the S. There are pretty sand-beaches on the shores, and the ascent of *Mt. Pemetic* may be made from the S. end. There are many trout in these calm and transparent waters.

* **Green Mt.** is near Bar Harbor, from which a road leads to the summit in 4 M. There is a hotel on the summit, where accommodations for the night may be obtained. "The view from Green Mt. is delightful. No other peak of the same height can be found on the Atlantic coast of the U. S., from Lubec to the Rio Grande, nor from any other point on the coast can so fine a view be obtained. The boundless ocean on the one side contrasting with high mts. on the other, and along the shore numerous islands, appearing like gems set in liquid pearl, form the most prominent features in the scene. White sails dotted over the water glide slowly along. We know not what view in nature can be finer than this, where the two grandest objects in nature, high mts. and a limitless ocean, occupy the horizon. The name of Eden is truly appropriate to this beautiful place." 20 M. out on the ocean is seen Mt. Desert Rock, with its lighthouse bearing a fixed white light. In the W. are the numerous mts. of the island, with bright lakes interspersed, while the Camden Mts. are in the distance. It is said that Katahdin is sometimes visible in the remote N. (100 M. away). Frenchman's Bay, with its many islands, and the Gouldsborough Mts. beyond, is outspread on the E. It is claimed that Mt. Washington has been seen from this point, 140 M. W. Whittier thus describes this view (in "Mogg Megone").

"The hermit priest, who lingers now
On the Bald Mountain's shrubless brow,
The gray and thunder-smitten pile
Which marks afar the Desert Isle,
While gazing on the scenes below,
May half forget the dreams of home.
. . . . .
Far eastward o'er the lovely bay,
Penobscot's clustered wigwams lay;
. . . . .
Beneath the westward turning eye
A thousand wooded islands lie,—
Gems of the waters! — with each hue
Of brightness set in ocean's blue.
. . . . .
There sleep Placentia's group,— and there
Père Breteaux marks the hour of prayer,
And there, beneath the sea-worn cliff,
On which the Father's hut is seen,
The Indian stays his rocking skiff,
And peers the hemlock-boughs between,
Half trembling, as he seeks to look
Upon the Jesuit's Cross and Book.
There, gloomily against the sky
The Dark Isles rear their summits high;
And Desert Rock, abrupt and bare,
Lifts its gray turrets in the air,
Seen from afar, like some stronghold
Built by the ocean-kings of old:
And, faint as smoke-wreath white and thin
Swells in the north vast Katahdin;
And wandering from its marshy feet
The broad Penobscot comes to meet
And mingle with his own bright bay."

The Green-Mountain Railway was built in 1883, 6,300 ft. long, to the top of Green Mt., 1,532 ft. above the sea, where a comfortable new hotel has been built. Buckboards run from Bar Harbor to Eagle Lake, which is crossed by a steamboat to the railway station. The average rise is 1 ft. in 4½; the maximum, 1 in 3. The summit is visited by 6-8,000 persons every season.

T

Newport Mt. is near the water, and commands a noble view of "the very many shadowy mountains and the resounding sea." The ascent is made from the Schooner Head road. Most of the other mts. have been ascended and furnish fine views, while the summit of Kebo (½ hr. from Bar Harbor) affords a charming prospect at sunset.

5 M. W. of S. W. Harbor is *Seal Cove*, a small harbor near a lake which is 4 M. long and very narrow, under the spurs of Western Mt. *Long Lake* is 2½ M. N. W. from S. W. Harbor, and extends for several miles between Beech and Western Mts. *Echo Lake* lies about 3 M. from the Harbor, and is 4 M. long, with Dog Mt. on one shore and the imposing Storm Cliff on Beech Mt. on the other. These large lakes are said to be well stocked with fish, and by the near approach of the mts. they afford fine scenic effects.

Beech Mt. is often ascended from S. W. Harbor (a mountain road runs nearly to the summit). The view embraces Denning's Lake, Somes' Sound, the eastern group of mts., and Frenchman's Bay, on the E., with Long Lake, Western Mt., Blue Hill, Penobscot Bay, and the Camden Hills, on the W. The ocean-view on the S. is of limitless extent. The bleak summit of Dog Mt. and the easily ascended Flying Mt. command extensive prospects over Somes' Sound on the E. Sargent's Mt. and Mt. Mansell are sometimes ascended from this point.

Somes Sound is an arm of the sea which extends up between the mt. ranges, for 7 M., with a width at its entrance of 2 M. The scenery here has been likened to the Delaware Water Gap, to the Hudson River at the Highlands, and to Lake George. This deep fiord is a favorite sailing ground, although caution is necessary on account of the sudden gusts which sweep down from the mts. "Somes Sound enables us to sail through the heart of the best scenery on the Island." The Sound is well seen from Clark's Point, at S. W. Harbor, and a road leads near its shores to Somesville, at the N. end. After passing the gateway between Dog Mt. on the l. and Mt. Mansell on the r., a broader expanse is entered, with Beech Mt. on the l., and Green Mt. and the eastern group on the r. *Fernald's Point* is on the W. shore, and is a pleasant spot, with grassy lawns and a cold, clear spring. This was the seat of the Jesuit settlement of St. Sauveur, and Father Biard's Spring is still shown. There are picturesque cliffs on the mts. in the vicinity, and Flying Mt. rises on the W. **Somesville** is a small village prettily situated at the head of the Sound. The central lakes and mts. are easily visited from this point, and the boating and fishing on the Sound are much prized. Somesville is 6 M. from S. W. Harbor, 8 M. from Bar Harbor, and 4 M. from Fernald's Point.

In 1603 Henri IV. of France granted to the Sieur de Monts all the American shores between the present sites of Philadelphia and Quebec, under the name of Acadia. While De Monts and Champlain were exploring their vast domain, they

saw the peaks of this island, which was called *Monts Deserts* by Champlain. The priests Biard and Massé assumed too much authority at the Port Royal colony, and were sternly rebuked by its chief, Potrincourt, who said, "It is my part to rule you on earth, and yours only to guide me to heaven." They threatened to lay the colony under interdict, and Potrincourt's son so resented this that they left Port Royal on a ship sent from France by Madame de Guercheville, with other Jesuits on board. The mission band sailed to the S. "We then discovered that we were near the shore of Mt. Desert, an island which the savages call Pemetic. . . . . We returned thanks to God, elevating the Cross, and singing praises with the holy Sacrifice of the Mass. We named the place and harbor St. Sauveur." (FATHER BIARD.) Historians differ as to the duration of the settlement, but it was finally broken up by Samuel Argall, Governor of Virginia, who surprised the place in a time of profound peace. His 14-gun ship entered the Sound "as fleet as an arrow," and took the French vessel after some cannonading, Father Du Thet having been shot down at a gun. The English now plundered the village, broke down the Jesuits' crosses, and carried such of the colonists as they could find, captives to Virginia. Although granted by Louis XIV. to Condillac in 1688, the island was not resettled until the arrival of Somes in 1761. In 1762 Mt. Desert was granted to Gov. Bernard, of Mass., from whom it was confiscated during the Revolution because he was a royalist. In 1785, ½ of the island was granted by Mass. to Sir John Bernard (the Governor's son), and soon after the greater part of it was given to the Gregoires, heirs of Condillac.

Bar Harbor in 1868 contained only the Agamont House and a few humble dwellings. Now its shores are lined with magnificent villas, the summer-homes of the Ogdens, Searses, Musgraves, Derbys, Howes, and other patrician families; and inside of these is a great cluster of summer-hotels and shops of every grade, with 3 churches, 2 newspapers, a skating-rink, a public library, a complicated sewerage system, and a water-supply from Eagle Lake. $5,000,000 has been invested here, and real-estate commands enormous prices. The shore cottages make "a down-east Newport; the great village above is a combination of Bethlehem and Old Orchard."

The place scarcely merits its vogue as a resort for hotel-boarders, although delightful for the cottagers. Since 1890, several of the huge hotels have been closed.

Steamboats run daily (or oftener) from Bar Harbor around the island-coast to Seal Harbor, Northeast Harbor, and Southwest Harbor, — places which are also within driving distance of Bar Harbor.

Seal Harbor (*Glencove House*, new and comfortable; *Seaside House*) is near the S. E corner of Mount Desert, 8 M. by road from Bar Harbor, through the noble scenery of Echo Notch. It faces the open sea and the rocky Cranberry Isles, and is near beautiful mountain scenery and the lovely Jordan's Pond.

Northeast Harbor (* *Kimball House; Clifton House; Rockend House*) is 2–3 M. W. of Seal Harbor, on the coast, and beyond President Eliot's (of Harvard University) summer-home and Mount Asticou. At the head of the harbor are the **Harbor Cottages** (*Roberts House; Savage's*), a quiet summer-resort, 2½ M. by trail from Jordan's Pond, and ½–1 M. from the Hadlock Ponds. The hotels and cottages at Northeast are on the promontory

between the harbor and Somes Sound, and include the summer-homes of Bishop Doane, of Albany (Episcopal), Erastus Corning, S. D. Sargent, Moorfield Story, and others, and the pretty church of St. Mary's-by-the-Sea. Paths lead to the top of **Sargent Mountain** in 3 M., and in 2 M. to the top of Brown Mountain, noble and interesting view-points. From *Gilpatrick's Cove*, near the cottages, boatmen will row visitors across Somes Sound, to Southwest Harbor, in 1½ M. A short distance N. is Manchester Point, or *Indian Head*, a bold headland making out into Somes Sound. The *City of Richmond* calls at Northeast Harbor.

Southwest Harbor (*Claremont House*, $12–15 a week; *Island House; Dirigo House*, all on Clark's Point, near the steamboat-wharf; *Freeman House*, in the village at the head of the harbor, nearly 1 M. distant; *Ocean House*, $8–12 a week, across the harbor; *Stanley House*, near King Point, on the S. side of the harbor) is an interesting summer-resort near the mouth of Somes Sound, about 15 M. by road from Bar Harbor. The various steamboats from the W. all stop here; and boats also run frequently to the Cranberry Isles, Somesville, etc. *Greening's Island* is just off-shore, on the E., with the villas of Northeast Harbor visible beyond. 3–4 M. S. W. is the **Sea-Wall** (*Sea-Wall House*), a ridge of small stones thrown up by the sea, 1 M. long and 15 ft. high, with the road running along its top, going on to *Ship Harbor*, Bass-Harbor Head, and **Bass Harbor** (*West-Side House; Tremont House*), a busy fish-packing port on the W. side of the island.

The Cranberry Isles (*Hotel Islesford*, 150 guests) are reached by steamboat from S. W. Harbor, and have many points of interest, and beautiful views of the Mount-Desert mountains and passes. Steamers also run from S. W. Harbor up Somes Sound to Somesville, daily, giving access to the beautiful scenery of this fiord among the mountains.

Grindstone Neck (*Grindstone Inn*) is a charming seaside and cottage resort, founded by Philadelphians in 1890. At other points on the Schoodic Peninsula, and at *Winter Harbor*, there are many pleasant summer-cottages.

The inn is on high ground, commanding noble sea and mountain views. Near it is the handsome house of the Winter-Harbor Club. In the ancient maritime hamlet of *Winter Harbor* is the stone Channing Chapel, with a fine library. Steamers run in 30 minutes from Bar Harbor (see page 307) to Winter Harbor. Grindstone Neck, 1½ M. by ½ M. in area, has splendid new roads, one of the best of yacht harbors, iron-pipe sewerage, and modern water-works with standpipe.

Sorrento (*Hotel Sorrento*) is a modern summer-resort at the head of Frenchman's Bay, 30 minutes by steamboat from Bar Harbor, and with noble views of the mountains of Mount Desert. It has about 3,800 cottage-lots, on 6 M. of shore frontage, and is becoming a favorite resort of well-to-do families from Boston, New York, and Philadelphia, having admirable facilities for yachting and fishing, comparative immunity from fog, and a wild and picturesque inland country, well stocked with deer, foxes, and other game, and with lakes inhabited by trout, bass, etc. The drives around the bay are of great beauty. Sorrento is a peninsula 3 × 1 M. in area, with hills, forests, and streams, and joined to the mainland by an isthmus ¼ M. wide. The average summer-day temperature is 70°, and 64° at night. A ferry-boat runs in 10 minutes to Mount-Desert Ferry, the railway terminus. To the S. is the noble upper reach of Frenchman's Bay, 4 M. across, nearly circular in shape, and sheltered from fogs by the Porcupine Islands. In 1888 Secretary Whitney, Col. Dan. Lamont (President Cleveland's private secretary), and other prominent government officials took cottages at Sorrento.

Cutler (*Hotel Cutler*, 100 guests) is a new and promising summer-resort on the Maine coast, around Little-River Harbor, which is on the lonely and picturesque Atlantic coast between Machias and Lubec, W. of Grand Manan. The harbor, 2 × 1 M. in area, is deep and quiet, with picturesque rocky cliffs; and is landlocked by the Eastern and Western Heads, with the pyramidal Lighthouse Island between. Inland, there are mountain-ranges, and the long lakes up the Machias River, which have been likened to the Rangeley Lakes for their scenery and fishing. 12 M. of coast and 17,000 acres of land have been secured here by the Cutler Land Co., and a number of handsome summer-cottages now adorn the shores, with others in preparation. Cutler is reached by stage from Machiasport (see page 307 *d*) in 14 M.

Sullivan Harbor (*Waukeag Hotel*, 200 guests; *Manor Inn; Swiss Chalet*, a restaurant connected by arcade with the Manor) is reached by Pullman vestibuled trains from Boston, and steamboats from Bar Harbor, 10 M. down Frenchman's Bay. It is near the Schoodic and Tunk Mts., and looks out upon Mt. Desert and the Blue Hills, and the open sea. It has good facilities for boating, fishing, and driving; and the marine scenery of Waukeag Neck is of remarkable beauty. *Millbridge* is also reached by the Mt.-Desert boats; and *Gouldsboro* (Bay-View House). 5 M. E. of the latter is *Steuben*, with a monument commemorating its 29 heroes dead in the Civil War.

Isle au Haut (visited and named by Champlain in 1604) is the farthest high land out to sea off the Maine coast. It is nearly 600 ft. above sea-level, at its highest point; and commands fine views of the Camden Hills and Mt. Desert. The cliffs on the S. side are 90 ft. high; while Duck-Harbor Mt. rises direct from the ocean 300 ft. The island lies on the route to Mt. Desert, its S. extremity being but ½ M. N. of the straight course from Boston to Mt. Desert. It is 7 M. from Green's Landing, the S. village on Deer Isle, where the Mt.-Desert steamers of the Boston and Bangor Line touch at every trip. Carver's Harbor, Vinalhaven, is 10 M. from Isle au Haut; and there are semi-daily boats thence to Rockland. Isle au Haut lies 24 M. S. E. of Rockland. The passage from Rockland to Green's Landing, 24 M.; and from Green's Landing to Thoroughfare Harbor on Isle au Haut it is 7 M., the course lying through a picturesque and beautiful archipelago. At Green's Landing, boatmen will always be found ready to carry passengers to Isle au Haut by either sail or row boats. Several of the residents accommodate boarders during the summer months. The island presents many attractions to the summer-tourist. It is well-wooded; and an equable temperature prevails throughout the season, with much less fog than is common farther E. or nearer the mainland.

Isle au Haut is 6 by 3 M. in area, with a shore-line of 40 M., and from a distance resembles the Blue Hills of Milton, and appears wrapped in a rich purple haze. The mountain-ridge is well-wooded, and has a conspicuous notch near its crest-line. The island has about 200 inhabitants, clustered in a little port at The Thoroughfare, kind-hearted and hospitable. A comfortable club-house, having accommodations for 20 guests, was built in 1884 at *Point Lookout*, the N. extremity of the island. It is owned by members of the Isle au Haut Company, residing in New York and Boston. James D. Barter, William G. Turner, and others will take boarders. Des Isles' Tourists' House (60 guests) was opened in 1886, at Head Harbor, on the E. coast. Sail-boats run from Green's Landing (see next paragraph) to Isle au Haut.

Deer Isle (*Sunnyside Hotel*, at N. W. Harbor) is a picturesque island, 10 by 6 M. in area, with 6 hamlets and 3,300 inhabitants, — grave and thoughtful people, devoted to fishing and farming. It has ancient forests, sea-viewing hills, fine roads, pretty coves, a joyous bracing perfumed air, low prices, and simple fare. There are many farm boarding-houses; 500 city-boarders visit the isle every season. The steamer *Mt. Desert* touches daily at Green's Landing, at the S. end of Deer Isle; and the *Henry Morrison* touches at N. W. Harbor on her route from Rockland to Ellsworth.

Islesboro (*Islesboro Inn*, on Dark-Harbor Head; *Seaside*) is a narrow and bold-shored island, 13 M. long, viewing Mt.-Desert and the Camden Mts., and favored by Philadelphia summer-visitors. Daily steamers to Rockland and Mt.-Desert.

Mt. Desert to Machiasport. — The steamer crosses Frenchman's Bay, and rounds the bold Schoodic Point. The deep fiords of Gouldsborough and Steuben are seen on the N., with the peninsulas which here run out from the mainland; and Petit Menan Island is passed, with its lighthouse, 109 ft. high. The maritime village of **Millbridge** (*Atlantic House*) is reached in about 3 hrs. The steamer then crosses Narraguagus Bay, etc., to **Jonesport** (*Bay-View House*), a peninsular town devoted to fishing and the coasting trade. Englishman's Bay and Machias Bay are now crossed, and **Machiasport** is reached (by 5 o'clock P. M.). This is a shipbuilding village, with a railroad 8 M. long running into the lumber district of Whitneyville.

Machias (*Clare's Hotel*) is a manufacturing town of 2,530 inhabitants, on the Machias River, N. of the port. It was fought for by the English and French in the 17th century, and finally settled in 1763. The British war-vessel, the "Margaretta," was captured here in 1775, and Sir George Collier's fleet was repulsed in 1777 by the militia and the Passamaquoddy Indians.

46. Portland to Lewiston and Bangor.

Trains leave the Union station on arrival of the Eastern Railroad trains from Boston.

The train runs through the farming towns of eastern Cumberland County for 1 hour, passing the stations, *Cumberland*, *Walnut Hill*, *Gray*, and *New Gloucester*. At *Danville Junction* the Grand Trunk Railway is crossed.

Station, *Auburn* (Elm House), a prosperous little city just across the river from Lewiston. Auburn became a city in 1869, and has a population of 11,000, with many large shoe-factories and other works. The Androscoggin County buildings are located here.

Station, **Lewiston** (* *De-Witt House*, fronting on the Park, $2.50 a day; a manufacturing city of recent growth, having 22,000 inhabitants, with 5 banks and a daily paper. The ***City Hall** is one of the finest municipal buildings in New England, and has a lofty and graceful tower surmounted by a spire. It fronts on the Park, near the De-Witt House. A large water-power is derived from the falls on the Androscoggin River, and is utilized mainly by cotton and woollen mills. Over $7,750,000 are invested in these works, which turn out $11,000,000 worth of goods yearly, employing 7,500 operatives, running 300,000 spindles, and turning out annually 65,000,000 yards of cotton cloths, 900,000 yards of woollen goods, and nearly 5,000,000 bags. Many French Canadians are employed here, and the number of young people in the city is

quite notable. The bridge leading to Auburn commands a fine view of the *Lewiston Falls*, where the river breaks over a ledge of blackened gneiss.

The Lake-Auburn Spring Hotel ($10 - 15 a week) is 5½ M. by stage from Lewiston (or 3 M. to E. Auburn, and then steamer). Boston to Lake Auburn and return, $7. It is pleasantly situated on a bold bluff over the lake, and 900 ft. above the sea. The spring water is pure, soft, and laxative, efficient in liver, kidney, and stomach diseases. Lake Auburn is 4 M. long. At W. Auburn (5 M. from Auburn) is the *Grand-View House*, 1,100 ft. above the sea, and looking across to Mt. Washington.

Poland Spring, 6 M. by stage from Danville Junction, has recently become the chief inland watering-place of Maine. The water (vast quantities of which are exported) is singularly pure, and is beneficial for kidney and stomach diseases, dropsy, scrofula, &c. The hotel is a huge modern structure, 800 ft. above the sea, with elevators, gas, &c., and overlooks a vast region of hills and lakes.

Bates College is back of Lewiston, and has commodious buildings. It was organized in 1864, under the care of the Free Baptist Church, and has a Theological School attached. There are 12 instructors and 135 students, with about 12,000 volumes in the library.

After leaving Lewiston the train passes through the farming towns of *Greene*, *Leeds* (where the Androscoggin Division crosses), *Monmouth*, and **Winthrop** (*Winthrop House*), a pleasant village, near **Lake Maranocook**, the chief picnic ground of Maine, a lovely winding lake which is 9 M. long and 1 M. wide, dotted with picturesque islands. W. of the village is Mt. Pisgah, from which the White Mts. are seen.

Station, **Readfield** (*Elmwood*), the seat of the Maine Wesleyan Seminary and Female College, which was incorporated in 1823, and has 150 students (both sexes). Stages run to Augusta and Fayette.

Station, *Belgrade* (Railroad House), in a town whose surface is largely composed of lakes. Besides *Messalonske Lake*, which lies near the track (on the r.), there are several others, one of which is between Belgrade, Rome, and Vienna, and covers 25 square miles. This lake is quite picturesque, with irregular and broken shores, and several islands. Stages run daily from Belgrade to Belgrade Mills (6 M.), between two great lakes; and to New Sharon, 16 M.; and Augusta, 9 M. The island-studded lakes of Belgrade abound in perch and bass. Stations, *N. Belgrade*, **Oakland** (*Oakland House*), and **Waterville**, where the Augusta Division of the M. C. Railway unites with the present route (Lewiston Division).

Waterville to Bangor, see Route 47.

47. Portland to Augusta and Bangor.

Portland to Bangor, 138 M. **Four** through trains daily, and 4 trains daily to Augusta (63 M.). This is the favorite route from Portland to the East, passing through the valley of the Kennebec, and by Brunswick, Gardiner, Hallowell, and **Augusta. The trains on the Boston & Maine Railroad from Boston make close connections at Portland with this line. Time is given for dinner at the Union Station in Portland.**

After leaving Portland, the train passes over the suburban plains, and stops at *Woodford's* and *Westbrook.* The latter is a populous town, with 6,630 inhabitants (in 3 villages), and has large paper manufactories and works for canning corn, lobsters, &c. Crossing now the farming town of Cumberland, the line intersects the Grand Trunk Railway at *Yarmouth* (restaurant at the station), and then passes on to *Freeport*, a village at the head of Casco Bay, devoted to shipbuilding. The rural station of *Oak Hill* is next passed, and then the train enters **Brunswick** (*Tontine Hotel;* restaurant in the station).

Pejepscot was settled in 1628, under a patent from Plymouth, and was soon assigned to Mass., under whose protection a flourishing colony settled here. It was destroyed by the Indians in 1676, and afterwards the territory was bought of certain local chiefs. The conflicting claims between the Plymouth patent and this later purchase gave rise to the most long and vexatious lawsuit in the annals of Maine. The proprietors built Fort George at Pejepscot, and in consideration of £400 from the province and exemption from taxes for 4 years, they maintained at the colony a clergyman, a schoolmaster, and a sergeant with 15 soldiers. The fort was on the W. side of the Androscoggin River, at the Lower Falls, and was called the key of Western Maine, since it guarded the favorite pass of the Anasagunticook Indians. It was erected in 1715, after the town had been destroyed a second time (in 1690). In 1722 Fort George was flanked, and the town was once more ruined by the revengeful Indians. The Anasagunticooks migrated to St Francis later in the century, and the district was soon reoccupied by the English, and in 1737 received the name of Brunswick.

Brunswick is a prosperous town at the falls and the head of tide-water on the Androscoggin River, and is built on two broad, parallel streets. It has 6,000 inhabitants, with 4 banks, several churches, a weekly paper, and lumber-mills. The river here falls 41 ft. in 3 pitches, affording a large water-power, part of which is used by the Cabot cotton-mills.

Bowdoin College, named for James Bowdoin, an ardent patriot, the friend of Franklin, and governor of Massachusetts, was incorporated in 1794, with an endowment from the State of five townships of wild land, subsequently increased to seven. Owing to difficulty in making its endowment productive, the college did not go into operation till 1802. A medical school was added in 1820, and each for a series of years received an annual grant of money from the State. The total number of academic graduates is about 2,500, including Wm. Pitt Fessenden (1823), Franklin Pierce (1824), 14th President of the United States, John S. C. Abbott, Nathaniel Hawthorne, and Henry W. Longfellow (1825), Gov. John A. Andrew (1837), Gen. O. O. Howard (1850), Chief Justice Melville W. Fuller (1853), and the Arctic explorer, Lieut. R. E. Peary (1877). The institution is now under the presidency of Rev. William De Witt Hyde, and has 26 instructors and 300 students.

The college campus occupies the elevated plain S. of the railway station. Massachusetts Hall, the square brick structure, dates from the last century, and has been beautifully fitted up as a Museum of Natural History. The conspicuous building with two spires, which stands near the centre of the line of dormitories, contains the handsomely frescoed chapel, and accommodates a library of 50,000 volumes, including, among many rare books, both editions of John Eliot's Indian Bible. In the rear are the Observatory and the Sargent Gymnasium. In front rises the imposing classical façade and the low dome of the Walker Art Gallery, and to the right is the large Searles Scientific Building. Adjoining this stands the attractive Memorial Hall, erected in honor of the 300 Bowdoin men who served in the Secession War. It contains their names on bronze tablets, together with portraits of the Bowdoin family and of distinguished alumni. The Medical School occupies the large brick building across the road and back of the Congregational Church. The pine groves in the rear of the college are widely known for their sombre beauty, and afford favorite walks for the students.

The Bowdoin Art Collections. Hon. James Bowdoin, son of Gov. Bowdoin and great-grandson of Pierre Baudouin, a Huguenot gentleman who came from La Rochelle to Portland in 1687, was the first benefactor of the college. At his death, in 1811, he left to the college his extensive library and philosophical apparatus, and a valuable collection of paintings and drawings, purchased during his residence abroad as U.-S. Minister to France. Of the paintings, the following are noteworthy: 2. Venus Equipping Cupid, *after Titian;* 10. Sacking a Town, *Flemish School;* 13. Sleeping Cupid, *Pupil of Guido Reni;* 15. Italian Landscape, *N. Berghem;* 17. Infant John the Baptist, *Stella;* 18. Dutch Dairy Women, *Flemish School;* 19. Interior of a Church, *Flemish School;* 21. Poultry, *Hondekoeter;* 23. Old Tower, *Hogarth;* 24. Ruins, *Hogarth;* 30. *James Madison, *Gilbert C. Stuart;* 31. *Thomas Jefferson, *Stuart;* 32. Artillery, *Wouvermans;* 33. *The Governor of Gibraltar, *Van Dyke;* 37. Mirabeau; 44. Holy Family, *after Raphael;* 46. *Simeon and the Child Jesus, *Rubens;* 56. The Angel Delivering Peter from Prison; 58. Venus Receiving Gifts from Ceres, *Pupil of Rubens;* 63. Esther and Ahasuerus, *Domenico Franco;* 65. Discovery of Achilles, *Teniers;* 75. Hon. James Bowdoin, *Stuart;* 133. Thomas Flucker, *Copley;* 166. Torrent of Rousdel, *Wuest;* 168. Hagar and Ishmael, *attributed to Titian.* Of the drawings, note: 1. Madonna, *Titian;* 4. Madonna and Child, *Correggio;* 18. Man Standing, *Domenichino;* 21. Robbers Dividing Spoil, *Salvator Rosa;* 49, 50. Landscapes, *Rembrandt;* 65. Jael and Sisera, *Poussin;* 67. Flight into Egypt, *Claude Lorraine;* Fisherman and Boat, *Smibert.*

In the adjacent village, G. P. Putnam, the veteran publisher, was born; and Harriet Beecher Stowe, whose husband was a graduate of and professor in the college, wrote *Uncle Tom's Cabin.*

Railroads run from Brunswick to Lewiston, Farmington, and Bath.

Daily stages run S. 13¼ M. to romantic and sea-girt Harpswell; also tri-weekly mail 14 M. S. to Orr's Island.

Beyond **Brunswick** the main line turns N., crosses the Androscoggin, and approaches the bank of the Kennebec River (seats on the r. preferable) through the farming towns of Topsham and Bowdoinham. **Richmond** (*Richmond House; Mitchell*) is a manufacturing and ice-harvesting village, with daily stages to Litchfield, 12 M., and Dresden. **Gardiner** (*Johnson House; Evans House*) is a city of 4,500 inhabitants, with 4 banks, 2 weekly papers, 10 churches (4 of stone), and several paper-factories. The chief industries are sawing lumber in summer and ice in winter, and immense ice-houses line the Kennebec. The Common is situated on Church Hill (125 ft. above the river), which commands a pleasant view, and has the Soldiers' Monument, the old stone Episcopal church, etc. The hill is lined with residences; while the stores are on the riverward plain, and the factories are along the Cobbossee Contee River. This place was settled in 1760, and was named in honor of the family which owned its territory. Steamers run from Gardiner to Hallowell and Augusta, and to Boston. A covered bridge leads to Pittston. Daily stages run to Pittston; N. Pittston, 5 M.; Joice, 7; N. Whitefield, 10; E. Pittston, 6½; Whitefield, 9½; Alna, 10. 6 M. W. is the beautiful Cobbossee Contee Pond, abounding in bass, and 14 M. around.

Station, **Hallowell** (*Hallowell House*, near the station), a quiet little city on the Kennebec, with 3,000 inhabitants, 3 banks, a weekly paper, and 6 churches. It has sand-paper and wire and oil-cloth factories; but is chiefly noted for the extensive quarries of white and light gray granite, back of the city, in which 150 men are employed. Hallowell was settled about 1754, and named in honor of its chief proprietor. It has a handsome granite Gothic library.

Augusta (**Augusta House*, first-class; *Cony House*, near the station; *Hotel North*), the capital of the State of Maine, is 2 M. N. of Hallowell, and at the head of sloop navigation. The city is built on both sides of the Kennebec, and contains 10,500 inhabitants, with 5 banks, a daily and 5 weekly papers, 9 churches, and 3 Masonic lodges. The situation of Augusta is beautiful, being on and around the high hills which border the river. About ½ M. above the town is the great Kennebec Dam, 584 ft. long, and 15 ft. above high-water mark. Besides improving the navigation of the river above, this dam forms an immense water-power, estimated at 3,700 net horse-power. It was built in 1836-7, at an expense of $300,000, and was at one time owned by A. & W. Sprague, the Rhode-Island manufacturers, who erected large and costly factories in the vicinity. The commercial part of Augusta lies along the r. bank of the river, on Water St., while the heights above are occupied by mansions and public buildings. The handsome Congregational Church, of granite, is on the verge of the ridge, and not far from the High School building. Farther S., on State St. (which runs along the heights), are the fine granite buildings of Kennebec County, and beyond these is the * **State House.** This elegant structure is built of white granite, mostly derived from ledges of the same material on which it is founded. It is situated on a high hill, which commands a beautiful view,

and is surrounded by well-ornamented grounds. It was built in 1828–31, with a solidity which is rarely encountered in American public works, and its principal external features consist of a rustic basement, supporting a colonnade of 10 monolithic columns of the Doric order, while above all is a graceful dome. The Rotunda is first entered, — a neat hall supported by 8 columns, and draped with 80 storm-worn and battle-torn flags which were borne by the Maine regiments in the War for the Union. It is said that not a flag was lost by the Maine troops in the war. The 32 pennons of the cavalry and artillery are arranged on the side-walls, while in the adjacent lobbies are 10 rebel flags which were taken in action by the troops of Maine. Under the chandelier in the centre of the hall is a neat little fountain, whose basin is stocked with trout. On the walls are portraits of Governor Pownal, Sir William Pepperell, Senator Rufus King, Gen. Knox, and Presidents Washington and Lincoln. On one side of the hall is a fine bust of Gov. Chamberlain, by Jackson. From the second story access may be gained to the halls of the Senate and House of Representatives, and on the S. side of the third story is the State Library, consisting of 23,000 volumes. Still higher up is the dome, from whose summit (easily accessible) a fine view is enjoyed. On the S. is seen Hallowell, over broad reaches of the silvery Kennebec; on the W. are high, wooded hills; on the N. is the white city of Augusta divided by the river; and on the E. is the Kennebec, with the U. S. Arsenal on the meadows beyond, and the Insane Hospital on the heights.

The *State Insane Hospital* is a noble granite building on the heights E. of the river, and situated in extensive ornamental grounds. It cost $300,000, and accommodates 300 patients, many of whom lighten the hours of their seclusion from the world by working on a large farm which pertains to the Hospital. The building is 262 ft. long, and was erected in 1850–52, after the destruction by fire of the old Hospital, in which 27 patients and a keeper were burnt. Near this point is the *Kennebec Arsenal*, where the United States keeps several thousand stand of arms, with many cannon and other munitions of war. There are several neat buildings here, and the grounds are by the river-side and are well arranged. The Hospital and Arsenal being in the E. wards of the city, are reached by crossing the long bridge near the foot of Water St., from which are afforded views of the slender and graceful iron railway-bridge.

Togus Springs, 5 S. E. (railroad from Randolph), was formerly a summer-resort. In 1866 a National Asylum for disabled volunteer soldiers was established at this beautiful place, at an expense of $300,000. A farm of 600 acres is attached to the Asylum, and 2200 men are accommodated here. They are uniformed, and in companies, and have a band, orchestra, chapel, library of 5,000 volumes, etc.

Near the State House is the home of James G Blaine; and to the N. stands a stately soldiers' monument (to 200 dead), erected in 1881. Near the bridge are the remains of *Fort Western*, built in 1754. The view from *Oliver Hill* is very attractive. 4½ M. W. is *Cobbossee Contee Lake*, abounding in bass.

Augusta occupies part of the ancient domain of the Cushnoc clan of the Canibas tribe of the Abenaqui nation of Indians. It was in the Kennebec Patent granted to the Plymouth Colony in 1629, and was settled before 1654, but abandoned and laid waste in 1676 (King Philip's War). In 1716 a stone fort was built here, and abandoned in 1724 (Lovewell's War), and in 1754 Fort Western was built on the E. bank of the Kennebec River. This was a strong fort, surrounded by palisaded outworks garnished with towers, and in the autumn of 1775 it was occupied by Benedict Arnold, who crossed the wilderness to Quebec with 1,100 men (New-Englanders and Virginians). His command rested here for some time, and made batteaux in which the Kennebec was ascended to a point above Moscow. A long portage then took the forces to the Dead River, which was ascended, amid fearful hardships by hunger, cold, and exposure, to its head-waters. Another portage carried them to Lake Megantic (in Canada), whence the Chaudiere River was descended, and Arnold's little army of gaunt and ragged heroes arose like an apparition from the savage southern wilderness before the walls of Quebec.

Augusta prospered in the arts of peace until the outbreak of the Secession War, in 1861, after which it became a central *rendezvous* for the troops of the State. Among the regiments which formed and encamped here was the 8th Maine, which fought in South Carolina and Florida, lost 95 men at Drury's Bluff, 83 at Wier's Bottom, and 100 at Cold Harbor, bearing meanwhile the colors presented to them by the Governor of Maryland, at Annapolis. Also the 9th Maine, which fought in S. Carolina, stormed the Morris Island batteries at dawn, and took the colors of the 21st S. C., lost 100 men in the repulse from Fort Wagner, and was decimated at Cold Harbor. Also the famous 1st Maine Cavalry, which fought at Brandy Station, Aldie, Luray, Middleburgh, and in numerous raids and outpost attacks, losing many hundred men.

Augusta is 98 M. from Kittery; 142 M. from Eastport; 207 M. from Fort Kent; 59 M. from Bangor; 52 M. from Portland; and 182 M. from Presque Isle. The State, of which it is the capital, has an area greater than that of the other five New England States combined.

Steamers run between Augusta, Hallowell, and Gardiner, connecting there with the *Star of the East*, for Boston, and the ports lower down on the Kennebec River.

Stages run from Augusta to W. Gardiner and Litchfield, to Winthrop and Wayne; to Manchester, Readfield, Mt. Vernon, and Vienna; to Belgrade, Rome, and New Sharon; to S. Vassalboro and China; to Windsor, and to many other villages; also across Lincoln County.

At Augusta the line crosses the Kennebec on a light and graceful iron bridge, and follows the beautiful river for over 20 M. (seat on the l. side preferable). Station, *Vassalboro* (small inn), a manufacturing village in a large and prosperous town, which is pleasantly diversified by hills and ponds, and has on the E. *China Lake*, which is about 10 M. long and affords good fishing. The lake is almost cut in two by projecting points at the Narrows, and empties by the Sebasticook River. Daily stages run 6 M. E. from Vassalborough station to E. Vassalborough (Revere House, 50 guests, $7–9 a week), at the foot of the lake; thence 7 M. to China.

Beyond Vassalboro, the train passes through Winslow, and crosses the Kennebec near its confluence with the Sebasticook. The ruins of Fort Halifax are seen on the bluff point just S. of the union of the rivers. This fort was one of a chain erected by Mass. to defend the Maine coast from French raids. It was built by Gov. Shirley in 1754, and garrisoned

by 130 men, until its abandonment, after the Peace of Paris (1763). Large Indian settlements formerly occupied the intervales in this vicinity, and as early as 1676 envoys of Massachusetts came here to detach the tribe from King Philip's Confederation, — an unsuccessful attempt.

Waterville (**Elmwood House*, $7–18 a week), a city of 7,000 inhabitants, near the Taconic Falls on the Kennebec River, is built along rambling streets on a broad plain above the river, and has some handsome residences. Near the station are the buildings of **Colby University** (founded in 1813), which has 9 instructors and 150 students, with a library of 20,000 volumes. This institution is under the care of the Baptist Church, and besides the usual barrack-like dormitories of American colleges it has two handsome new stone buildings. On one side is the new granite Scientific Department, while the other wing of the line is occupied by a fine stone building with a tower. The lower part of this edifice is occupied by the library, while the upper part is consecrated as a Memorial Hall. On one side of this hall is a fine monument by Milmore, representing a colossal dead lion, transfixed by a spear, with an agonized face, and with his paw resting on the shield of the Union (an adaptation of Thorwaldsen's Lion at Lucerne). Below this large and beautiful work is a tablet (also of marble) containing the names of 20 former students who fell in the War for the Union, with the inscription,

"Fratribus etiam in cineribus caris quorum nomina intra incisa sunt, quique in bello civili pro reipublicæ integritate ceciderunt, hanc Tabulam posuerunt alumni." The Memorial Hall is to be decorated with pictures.

The Coburn Classical Institute is a fine stone building on Elm St., endowed by Ex-Gov. Coburn, and built in 1883. The town has a soldiers' monument, and large cotton-mills. It is 7 M. to China Pond (Capt. Bradley's Hotel); 8 M. to the East Pond House, and 3 M. to the Cascade.

A branch railroad runs from Waterville to Skowhegan (see Route 42), and at this point the Lewiston Division of the Maine Central Railway (Route 46) unites with the present route (the Augusta Division). Stages run hence to many rural villages. The Somerset Railroad runs N. from **Oakland** (*Oakland House*) to Bingham.

In running from Waterville to Bangor the train passes Kendall's Mills (or Fairfield) station, and soon after the track of the Skowhegan Division turns off to the l., and the present route (Bangor Division) crosses the Kennebec on a high bridge. Stations, *Benton*, *Clinton* and *Burnham*.

From Burnham the Belfast Division of the Maine Central Railway runs S. E. to the city of *Belfast* (see Route 48), in 35 M., passing through the farming towns of Waldo County, Unity (Central House), Thorndike, Brooks (Rose House), and Waldo.

The Sebasticook & Moosehead Railroad runs N. 8 M. from Pittsfield to Palmyra and **Hartland** (*Hartland House*), near the lovely and fish-abounding Moose Pond.

Beyond Burnham the line follows the Sebasticook River to the station *Pittsfield* (Lancey House). Stations, *Detroit* and **Newport** (*Sawyer House*), a prosperous village on the shores of East Pond, which is 15 M. around and affords good fishing. The Dexter Division runs N. to **Dexter** (*Merchants' Exchange*), a town of 3,000 inhabitants, and to Dover.

To the S. are the high hills of Dixmont, and the train passes on by *E. Newport, Etna, Carmel,* and *Hermon Pond* to

Bangor.

Hotels. — *Bangor House, on the heights, $2-2.50; Penobscot Exchange; Bangor Exchange;

Steamers leave daily (except Sunday), from June 15 to October 15, for Boston, stopping at river-ports; 2, 3, or 4 times a week other seasons. To Bar Harbor.

Railroads. — The Maine Central, to Portland and Boston, 246 M. in 10 hrs.; to St. John, 205½ M. in 12 hrs.; the Bangor and Aroostook R. R. to Moosehead Lake and Houghton, in 6 hrs., and Katahdin Iron Works; the Maine Central to Ellsworth, Mt.-Desert Ferry, 8 M. from Bar Harbor, Mt. Desert.

Stages run to Hampden, Frankfort, Prospect, Stockton, Searsport, and Belfast (30 M., fare $2.50; leaves early in the morning); to Monroe; to Newburg, Dixmont, Troy, Unity; to Exeter; to Kenduskeag, Corinth, and Charleston; to Glenburn; to Brewer, Eddington, Clifton, Amherst, and Aurora.

Bangor, the second city in Maine, and an important and active lumber-mart, is a handsome city situated on commanding hills at the head of navigation on the Penobscot River. It is about 60 M. from the sea, and is divided into two parts by the deep ravine in which flows the Kenduskeag Stream. The business part of the city is situated on the level land adjoining this stream on both sides, and has many massive and substantial commercial buildings, since Bangor is the trade-centre for a larger area of country than is fed by any other New England city. It contains 20,000 inhabitants (in 1800 it had 277), with 11 banks, 2 daily and 4 weekly papers, 5 insurance companies, 5 Masonic lodges, 43 schools, and 14 churches. The heights on either side of the Kenduskeag are lined with well-shaded streets, and have many handsome residences, while there are several well-built churches in the same localities. The Custom House and Post Office, on the Kenduskeag Bridge, is a neat granite structure. There are 240 men engaged in iron-works here, and 150 in the shoe-manufacturing trade, besides which the city has several small factories and ship-yards, with a lucrative coasting and foreign trade. The products of the rich alluvial basin of the Penobscot are handled here, although, on account of the severity of the climate in this high latitude, but a small portion of the valley is under cultivation. The tributaries of the Penobscot penetrate the great Maine Forest in every direction, and bear downward to Bangor immense quantities of lumber, in the sawing and shipment of which the city finds its chief industry. The booms in which the descending logs are caught extend for miles along the river, and a great number of saw-mills are in operation along the shores. Up to 1855, 2,999,847,201 ft. of lumber had been surveyed at Bangor; between 1859 and 1869, 1,869,965,454 ft of. long lumber were shipped hence; in 1868 alone, 274,000,000 ft. of short lumber (clapboards, laths, and shingles) were

shipped; and in 1872, 246,500,000 ft. of long lumber were surveyed here. The lumber crop of 1872, in Maine, was about 700,000,000 ft., of which 225,000,000 floated down the Penobscot, and 100,000,000 passed down the Kennebec. To transport this immense amount of lumber to its destined markets, fleets of hundreds of vessels come up to the city, where there is a broad expanse of deep water with tides rising over 16 ft.

The *Theological Seminary* was chartered by the State of Mass. in 1814, and is under the care of the Congregational Church, though its teaching is non-sectarian orthodoxy. It occupies buildings fronting on a broad campus, in the highest part of the city, and has 5 professors, 40–50 students, and about 700 alumni, with a library of 13,000 volumes. *Norombega Hall* is on the Kenduskeag Bridge; its lower portion being used as a market, while in the upper hall 2,000 persons can be seated. There is a fine Opera House, about as large as the Park Theatre, in Boston. The Y. M. C. A. has an elegant new building on Court St.

It is said that Champlain ascended the Penobscot as far as the site of Bangor, in 1608. The settlement was made between 1769 and 1775, and in 1791 Rev. Seth Noble, its representative, was ordered by the people to have it incorporated under the name of Sunbury. Mr. Noble, however, was very fond of the old tune of "Bangor," and (perhaps inadvertently) had that name given to the new town. In 1814 the town was taken by a British squadron, after the destruction of the "John Adams"; in 1833 it became a city; and in 1848 it was declared a port of entry. The 2d Maine regiment was raised in 1861 around Bangor, and received superb colors from the ladies of New York, Baltimore, and San Francisco. The latter flag was the finest in the army, and was the centre of a terrific fight at Bull Run, in which the color-guards were all killed, and the opposing regiment (the 7th Georgia) was "nearly annihilated." The flag was not lost, and the regiment was the last on the field. At Gaines' Mill this command took the 5th Alabama flags, and at Fredericksburg it lost ⅓ of its rank and file.

Glenburn (*Murry's Hotel*) is 7 M. N. of Bangor, on Pushaw Lake, which has considerable local fame for its fine fishing (bass, perch, and pickerel).

48. Boston to Bangor. The Penobscot River.

By the Boston and Bangor Steamship Co. (6 steamers), leaving Foster's Wharf, Boston, June 1 to Oct. 15, daily (Sundays excepted), at 5 P. M. Boston to Rockland, $2.50; to Bangor, $3.50. See new time-tables. Band and orchestra attached to steamers during July and August. The new buildings on Foster's Wharf are convenient and comfortable. The steamships are large and commodious, and the voyage is along the most interesting sections of the historic New-England coast.

In calm weather the outside route is very pleasant. The steamer passes down Boston Harbor (see page 20) and out on the open sea, approaching Cape Ann and Thacher's Island (Route 36) at late twilight. The early riser next morning will see the bold shores of Monhegan Island, far out in the ocean. This island was settled in 1618, and had a stirring history for more than a century, but now has only a few score of inhabitants, mostly engaged in the deep-sea fisheries, or wringing scanty crops from the rugged thousand acres on the bluffs. The steamer now passes in by the historic peninsulas of Knox County, leaves Vinalhaven on the E., and rounding Owl's Head, reaches **Rockland**, 175 M. from Boston (see Route 44). The steamers here connect closely

with the steamer for Mt. Desert. After leaving Rockland, and passing Rockport on the l., the steamer approaches a chain of lofty hills, and enters the harbor of **Camden** (* *Bay View House,* 100 guests, $ 2.00 a day ; *Mountain View*). This is a pretty town, with 5 villages, 4,500 inhabitants, and 9 churches. It was visited by De Monts in 1604, and by Weymouth in 1605, was named in honor of Lord Camden, America's friend in Parliament, and was fortified in 1812 to check the British at Castine. Pring coasted by this place in 1603, and reported it "a high country, full of great woods," and such it still is. The two Megunticook peaks rise back of the town to the height, respectively, of 1,335 and 1,457 ft., while Mts. Pleasant, Batty, Hosmer, and others complete the group. The * view from Megunticook is one of the noblest of marine prospects, embracing the blue Penobscot Bay with its archipelago, Mt. Desert far in the E. and a vast sweep of the ocean on the S. E.

The steamer runs N. for 18 M. between the shores of Lincolnville and Northport, and the insular town of Islesborough, and stops at **Belfast** (*Windsor Hotel*). This is a handsome little city (5,278 inhabitants) built on a declivity which slopes to the water, with wide, shady streets, and several commercial blocks built of brick. It has 2 banks, 2 weekly papers, 6 churches, several shipyards, and the Waldo County buildings.

This port was discovered by Weymouth in 1605, who set up a cross (Anglican) here, and wrote that "many who had been travellers in sundry countries and in most famous rivers, affirmed them not comparable to this, — the most beautiful, rich, large, secure, harboring river that the world affordeth." Belfast was settled and named in 1770 by Scotch-Irish Presbyterians from Londonderry (N. H.), and was abandoned in 1779, after attacks by the British at Castine. It was resettled in 1786, and invested by the British in 1814. In 1865, a destructive fire swept over its business quarter, and between 1860 and 1870 its population decreased by 250.

Castine is seen far across the bay to the E. as the steamer runs up 7 M. to *Searsport* (small hotel), a maritime town with about 1,700 inhabitants, under the lee of Brigadier Island.

Passing out into the bay, with the historic peninsula of Pentagoet (Castine) on the E., the bold shore of *Fort Point* is soon reached. Here, in 1758-9, Gov. Pownall erected a powerful fort for the defence of the Penobscot. It was the best fort in Maine, and its construction was paid for by Parliament. The British frigate "Canseau" partly demolished it in 1775, and in 1779 Capt. Cargill, of the American army, finished its destruction. Some remains of the fort are still visible.

The * **Fort-Point Hotel** is finely situated on this promontory, near the ruins of Fort Pownal and the seal-abounding Odom's Ledge, with beautiful views over the island-strewn Bay, the blue Camden Mts., and Castine. It is a first-class summer-resort, with 125 rooms and a frontage of 150 ft. There are good conveniences for boating, bathing, fishing, and driving.

Now steaming N., Wetmore Island is passed on the r. (a barren tract with about 400 inhabitants who live by fishing and hunting), and the

river seems to end, so rapidly does it contract. As the swift tides of Bucksport Narrows are entered, a sudden turn reveals the bright village of **Bucksport** (*Robinson House*), a shipbuilding and fishing place with 3,000 inhabitants. This town was settled by Col. Buck, of Haverhill, in 1764, and now has two banks, a custom house, several churches, and a lucrative country trade. On the hill above the village is the E. Maine Conference Seminary, a Methodist school with 400 students, from whose lawn beautiful river-views are afforded. On the bluff opposite Bucksport stands **Fort Knox**, an immense and costly fortification built by the U. S., which completely commands the river with its heavy batteries.

About 30 M. E. of Bucksport, on the Mt.-Desert branch of the Maine Central Railroad, is **Ellsworth** (*American House*), a city of 4,800 inhabitants, the capital of Hancock County. A railroad runs N. from Bucksport to Bangor.

The river now grows more narrow and picturesquely sinuous, while vessels are frequently passed. *Winterport* (Commercial House) is reached 5 M. above Bucksport, after passing Mt. Waldo and the granite-producing shores of Frankfort on the W. 7 M. beyond, the steamer stops at *Hampden* (Penobscot House), where the U. S. corvette "John Adams," 24, was attacked (while refitting) in 1814 by a small British fleet. Capt. Morris, of the "Adams," had armed shore-batteries with his ship's guns, but the badly officered rural militia were speedily routed by a bayonet-charge of the British regulars. Morris then spiked his guns, blew up his ship, and retreated with the sailors to Bangor. The British plundered and overran Hampden for 3 days. Soon after leaving Hampden, the steamer reaches (about noon) the city of Bangor (see Route 47).

49. Bangor to St. John.

By the Maine Central and Canadian Pacific Railways, 205½ M. Passengers on the through train from Boston (by Routes 37 and 47), the celebrated "Flying Yankee," go through in 15 hrs. (450 M.). Pullmans on day-trains, and sleeping-cars at night.

Seats on the r. side of the car afford views of the river. After leaving Bangor, the train passes *Veazie* and other stations, with the river covered with booms and immense rafts of timber, and lined with saw-mills. Stations, *Orono* (the seat of the State Agricultural College), and **Oldtown** (*Cousens Hotel*), a place of 5,000 inhabitants, mostly engaged in the lumber business. The immense and costly booms and mills should be noticed here. Oldtown has the largest lumber-mill in the world, where 100 saws are at work turning the rude logs which come in at one side into planks, which are rafted away to Bangor. On an island near the village (ferry-boat on the shore) is the home of the Tarratine Indians, one of the three tribes of the Etchemin nation. Though the most powerful and warlike of the northern tribes, the Tarratines rarely attacked the colonists.

After a series of wrongs and insults from the whites, they attacked the settlements in 1678, and inflicted such terrible damage and loss of life that Maine became tributary to them by the Peace of Casco. After destroying Pemaquid to avenge an insult to their chief St. Castin, they remained quiet for many years. The treaty of 1726 contains the substance of their present relations with the State. They own the islands in the Penobscot, and have a revenue of $6–7,000 from the State, which the men eke out by working on the lumber rafts, by hunting and fishing, while the women make baskets and other trifles for sale. The declension of the tribe was marked for two centuries; but it is now slowly increasing. The island-village is without streets, and consists of many small houses built around a Catholic church. There are over 400 persons there.

At Oldtown the line crosses the Penobscot on a high bridge, and enters *Milford*. The l. bank of the Penobscot is followed through thinly-populated lumbering-towns. From *Olamon* daily stages run 9 M.N. E. to *Lowell*, whence 12 M. of road, 4 of walking, and 2 of canoeing (G. Darling, guide, Lowell), leads to the lovely **Nicatous Lake**, 9 × 3 M., with innumerable islands and vast woods. Trout, perch, togue, bear, deer, and game abound. Guests are accommodated at Camp Nicatous. Beyond Olamon is *Passadumkeag;* then *Enfield*, close to the Coldstream Pond, 5 × 2 M.; then *Pollard Brook; Lincoln*, whence daily stages to Lee, 12 M., Springfield 20, and Carroll, 25. Stations, *Middletown, Chamberlains*, and **Winn** (*Katahdin House*), with stages semi-weekly to E. Winn, N. Lee, and Springfield, 14 M. It is a 20 M. drive to Duck Lake, and 30 M. to the Dobsis Club-House. **Mattawamkeag** (*Mattawamkeag House*) is a busy little hamlet, whence daily stages run 16 M. N. W. to *Medway;* and N. to *S. Molunkus*, 7½ M.; Rawson, 14; Benedicta, 20; Sherman, 25; and Patten, 35. Stage from Patten, N. to Moro, 12 M.; Rockabema, 16; Masardis, 36; Ashland, 47; Portage Lake, 58; Fort Kent, 94. Also, from Patten E. to Crystal, 5; Island Falls, 10½; Smyrna, 25; and Houlton, 37. Also, thrice weekly S. to Coral, Monarda, and Kingman From Sherman a road runs 10 M. W. to the Hunt Farm, whence the ascent of Mt. Katahdin, 5,385 ft.

The railway now follows the Mattawamkeag River, and runs through the forest (almost unbroken) for 58 M. to **Vanceboro** (*Vanceboro House;* restaurant in the station). Weston is a post-town with 400 inhabitants and a hotel. This point, which may be reached from Danforth, is near the shore of the Grand Schoodic Lake, where fine fishing is afforded. Vanceboro has good trouting on the St. Croix River, and soon after leaving this village the train crosses the St. Croix and enters the Province of New Brunswick. At *McAdam Junction* the New Brunswick Railway is crossed, and the train passes on through a monotonous wilderness to Douglas Mt., in Welsford, beyond which the St. John Valley is entered, and the river is followed down to St. John, 91 M. from Vanceboro.

By changing cars at *Fredericton Junction*, travellers pass in 1 hr. to **Fredericton** (*Queen's Hotel; Barker's*). Fredericton is a small city of 6,000 inhabitants, beautifully situated on the St. John River, and distinguished as the political capital of the Province. The Government House is a plain and dignified stone building in extensive grounds just N. of the city, and the Parliament House is a modern structure near the deserted barracks. The *University of New Brunswick* has fine buildings on a commanding hill near the city.

***Christ Church Cathedral** (Episcopal) is one of the finest on the continent, though small. It is of gray stone, in English Gothic architecture, and has a stone spire, 178 ft. high, rising from the junction of the nave and transepts. The interior is beautiful, and the chancel has a superb window of Newcastle stained glass, presented by the Episcopal Church in the United States. In the centre is Christ crucified, with SS. John, James, and Peter on the l., and SS. Thomas, Philip, and Andrew on the r. In the church tower is a chime of 8 bells, each inscribed,

"Ave, Pater, Rex, Creator,
Ave, Fili, Lux, Salvator,
Ave Spiritus Consolator,
Ave Beata Unitas.
Ave, Simplex, Ave, Trine,
Ave, Regnans in Sublime,
Ave Resonet sine fine,
Ave Sancta Trinitas."

The St. John River.

When there is water enough in the river, steamers ascend the St. John River to Woodstock, 62 M. N. W., and near Houlton. Steamers leave Fredericton for St. John at 8 A. M., arriving there at 3 P. M. Distance, about 90 M. ; fare, $1.00. Steamers run daily each way ; also from St. John up the river and into the Grand and Washademoak Lakes.

As the steamer passes into the stream, a beautiful view of the capital city, with its Cathedral and University, is obtained. On the opposite shore is the mouth of the Nashwaak River, where stood a fort which was a centre of siege 250 years ago. 11 M. below, the village at the mouth of the Oromocto River is passed, and the lofty spire of Burton church is soon after seen on the r. The boat stops at *Sheffield*, with its large academy, and passes Maugerville, which was settled by Bostonians in 1766. Gagetown is next seen, on a bluff opposite the mouth of the Jemseg River, and in a rich farming country. Numerous islands are passed, and broad intervales stretch back from the shores. The steamer soon enters the Long Reach, which is followed for 20 M., passing the mouth of the Nerepis River, with its fortified point, abandoned for two centuries. At Grand Bay the scenery grows nobler, and the broad estuary of the Kennebecasis River opens to the E. with fine effect. A narrow channel between picturesque palisades is now entered, and followed on swift waters, until a glimpse of the Suspension Bridge is gained on the r. as the steamer rounds to her pier at Indiantown, a suburb of

St. John.

Hotels. — Hotel Dufferin, King Square, $ 3.50 a day ; New Victoria, Princess St. ; Waverley, King St ($ 2 a day) ; Royal ; and several smaller houses.

Carriages. — 30 c. a course in the city ; 50 c. each half-hour. Stages to Indiantown, fare 5 c.

Railways. — To Fredericton, Bangor, and Boston ; to Woodstock, Houlton, and St. Andrews ; to Shediac, Halifax, and Windsor.

Steamers. — To Eastport, Portland, and Boston ; to Digby and Annapolis ; to Yarmouth ; to Fredericton.

St. John, the metropolis of New Brunswick, is a city of 39,000 inhabitants, situated on a rocky promontory between the St. John River and Courtnay Bay. Its situation on high hills renders it very picturesque, either from within or as seen from the harbor. The streets are broad and straight, and King's and Queen's Squares and other open grounds diversify the surface of the hills. The city has some manufactures and a large coast and country trade, and its water-front is worthy of a visit. There are 8 Episcopal Churches, 3 Catholic, 9 Baptist, 6 Methodist, 7 Presbyterian, and 1 Congregational. The Custom House, the Y. M. C. A. building, the Orphan Asylum, the Post-Office, and Trinity Church, are good buildings. The Catholic Cathedral of the Immaculate Conception is a large stone structure with a lofty spire, and with stained glass windows in chancel, transept, and aisles. The ornaments of the choir in colored marble are worthy of notice. Near the Cathedral is the Bishop's Palace, and some convent-schools. From this vicinity Reed's Castle is seen, whence a fine view of the city and harbor is obtained.

The favorite drives are out over Marsh Bridge to Red Head; to the Cemetery and Loch Lomond; and over the **Suspension Bridge** to the heights of Carleton. The * Bridge is 640 ft. long and 100 ft. above low water, and affords a fine view of the St. John Falls, where the river dashes down at low tide through a narrow gorge. At high tide is presented the remarkable sight of a river falling up stream, when the tides of the Bay of Fundy rush upward through the gorge far above the river level. From the Lunatic Asylum, or from the Martello Tower on Carleton Heights, a panoramic view of the city, the bay, and the remote purple line of the Nova Scotia shore, is given. The Mahogany road is a pleasant drive near the Bay.

Champlain discovered and named the St. John River on St. John's Day, 1604. In 1635 Charles St. Estienne, Lord of La Tour, built a fort here, which was vainly attacked by D'Aulney in 1643, the siege being raised by Massachusetts ships attacking D'Aulney. During the absence of La Tour in 1645, the fort (under command of Madame La Tour) repulsed a naval attack, but was forced, later in the year, to surrender. Madame La Tour was made to stand with a rope around her neck, while the whole garrison was massacred.[1] She died within a few days, and D'Aulney soon followed her. La Tour married Madame D'Aulney in 1653, and thus rewon his fort. It was soon captured by the English, and left desolate for a century. In 1758 a British garrison was established here, and in 1776 the men of Machias destroyed the fort and cannonaded the neighboring village. In 1783 a fleet-full of loyalists from the United States landed and settled here, and since then the city has grown rapidly.

The great steel cantilever bridge crosses the gorge over the falls of the St. John River, and carries the railway into St. John. It cost $600,000.

1 See Whittier's poem of "St. John."

50. The New-Brunswick Border, Eastport to Madawaska.

The elegant steamers of the International line leave Commercial Wharf, Boston, at 8.30 A. M., and Portland at 5 P. M., Monday, Wednesday, and Friday, for Eastport and St. John, with usual connections. Also leave Boston for St. John, via Annapolis, every Thursday at 8 A. M. The Annapolis direct line to Nova Scotia: Steamer leaves Boston at 8 A. M. every Monday and Thursday.

The land-route from Boston to Eastport is by the Boston & Maine and Maine Central Railroads to Portland, Bangor, and McAdam Junction, where the New-Brunswick Railway is taken to Calais or St. Andrews, whence a river-steamboat runs to Eastport.

Eastport (*The Quoddy House*, $2.50 a day) is an American border-town on the coast of Maine, with 5,000 inhabitants and 8 churches. It stands on the slope of a hill at the E. end of Moose Island, in Passamaquoddy Bay; and is engaged in the fisheries and the coasting-trade. Over the village are the ramparts of **Fort Sullivan**, an abandoned military post of the United States, which once commanded the harbor with its artillery. Eastport is much visited in summer for the sake of the salt-water fishing and the unique marine scenery in the vicinity, and has several reputable boarding-houses. It is connected with the mainland by a bridge, over which lies the road to the Indian village. Eastport is the most convenient point from which to reach Campobello, Grand Manan and the adjacent islands. In 1814 the U.-S. garrison (of 80 men) at Eastport surrendered their fort, without fighting, to the *Ramillies*, ship of the line, and 9 other war-vessels, with two regiments and a field battery. The town remained in the hands of the British for several years after the war closed.

A steam-ferry runs from Eastport 3 M. S. to **Lubec** (*Cobscook Hotel*), a picturesque marine village towards Quoddy Head, with advantages for summer-residents. This pleasant little place is decaying slowly, having lost over 400 inhabitants between 1860 and 1880. The present population is a little over 2,000, with 9 churches. Lubec is 1 M. farther E. than Eastport, and is therefore the easternmost town of the United States. It is very prettily placed, on a long peninsula, and fronts towards Campobello. The purple cliffs of Grand Manan are seen from Quoddy Head, on which there is a famous light-house.

The Frontier Steamboat Company's boat leaves Calais in time to connect with the International steamers, several times a week. Calais to Robbinston, 15 M., 75 c.; to St. Andrews, 17 M., 75 c.; to Eastport, 30 M., $1.25. It connects with ferries to Lubec, Campobello, and Grand Manan.

The Nemattano is a large summer-hotel at N. Lubec, owned by the Y. M. C. A. of New England, whose encampments are held here in August.

Campobello.

Small steamboats run from Eastport to Campobello hourly.

The ***Tyn-y-Coedd** (House in the Wood) is a large summer-hotel, pertaining to the Campobello Company, and devoted mainly to the accommodation of families.

The **Tyn-y-Maes** (House in the Field) is another large modern hotel under the same management, and in the same vicinity.

Campobello is an island 8 M. by 3 in area, lying off the Bay of Fundy, and pertaining to the Province of New Brunswick. It has 1,160 inhabitants, most of whom live in two villages, — *Welchpool*, on a pretty harbor to the N., and *Wilson's Beach*, a populous fishing-settlement on the S. shore, settled by squatters, in defiance of the Owens, who frequently burned their houses and schooners, but were finally obliged to allow them to stay. The fine old Owen roads across the island have been extended by new highways opened by the Campobello Company, and afford beautiful drives across the breezy uplands, through leagues of silent evergreen forests, and out on sea-beaten promontories. There are a few profitable farms on the island, and minerals are found in the hills and glens ; but the chief source of income is the fishing business.

Glen Severn (the ancient *Herring Cove*) is a lovely cove on the outer shore, with brilliant-hued pebbles, craggy headlands, and a contiguous lake of fresh water. *Friar's Head*, within 1½ M. of the Owen, is a rocky pillar in the sea, off cliffs 146 ft. high, and badly battered by artillery. Eastern Head, Harbor de Lute, the lighthouses at the ends of the island, and other interesting points, are visited by summer-sojourners. The western side of Campobello fronts on the beauties of Passamaquoddy Bay, around which appear Lubec, Eastport, and other white villages, with the purple hills of New Brunswick in the distance.

Campobello, the ancient *Passamaquoddy Island*, was granted by the British Crown to Admiral William Fitzwilliam Owen in 1767, and that gentleman and his heirs, of a noble naval family, occupied the domain for more than a hundred years. The Admiral built a quarter-deck over the rocks, on which he used to promenade in full uniform. He was buried by candle-light, in the churchyard of the little Episcopal church, where his descendants have since followed him. There are numberless quaint legends of the old *régime* here ; of Sir Robert Peel's visit, and the advent of British frigates ; of mysterious wrecks, pirates, apparitions, and other marvels. After Admiral Owen died, the estate fell to his son-in-law, Captain Robinson, of the Royal Navy, who thereupon assumed the Owen name and settled upon the island. There was great excitement here in 1866, when many armed Irish patriots came to Eastport, apparently with a design of invading Campobello, and twisting the tail of the British lion. The island was nearly deserted by its inhabitants ; British frigates and American cutters cruised in the adjacent waters ; St. Andrews and St. Stephen were garrisoned by British troops ; and General Meade occupied Eastport with a detachment of United States regulars. The last of the Owens finally moved to England, tired of the monotonous life of the old manor-house ; and in 1880 Campobello was purchased by a syndicate of Boston and New-York capitalists, to be made into a summer-resort. Besides the great hotels, many summer-cottages and villas have been erected here by well-known families from Boston, Cambridge, and other cities.

Grand Manan is situated off Quoddy Head, about 7 M. from the Maine coast, and pertains to the Province of New Brunswick. It is easily reached from Eastport, with which it has steamboat communication (2 hrs.). The summer climate would be delicious were it not for the fogs; and it is claimed that invalids suffering from gout and dyspepsia receive much benefit here (very likely from the enforced abstinence from rich food). The brooks and the many fresh-water ponds afford fair trouting and bird-shooting, and a few deer and rabbits are found in the woods. Neat rooms and simple fare may there be obtained for $4–7 a week. The *Marble-Ridge House* is at North Head.

The island of Grand Manan is 22 M. long and 3-6 M. wide, and lies in the mouth of the Bay of Fundy, whose powerful tides sweep impetuously by its shores. It has about 2,700 inhabitants, who dwell along the road which connects the harbors, and are famous for their fisheries.

Grand Harbor is the chief of the island hamlets, and has an Episcopal church of stone, besides a small inn. *The South Shore* is reached by a good road leading down from Grand Harbor. At 5 M. distance is the narrow harbor of *Seal Cove*, beyond which the road lies nearer to the sea, affording fine marine views on the l., including the Wood Islands and the Gannet Rock Lighthouse, 9–10 M. at sea. 4 M. beyond Seal Cove the road reaches *Broad Cove*, whence a path leads across the downs for about 2 M. to the high and ocean-viewing cliffs of S. W. Head. Among the rugged and surf-beaten rocks of this bold promontory is one which is called the **Southern Cross**.

Stages and steamers run 30 M. N. W. from Eastport to Calais. The steamer moves out across the broad and island-studded bay, passing on the l. *Pleasant Point* (in Perry), the home of the 400 remaining members of the Openango tribe of the Etchemin nation of Indians. The first stopping-place is **St. Andrews** (**Hotel Algonquin*, a first-class summer-resort), a decadent maritime town on a long promontory, with facilities for bathing, boating, and fishing. St. Andrew is the shire-town of Charlotte County, N. B., and is the terminus of the New Brunswick Railway. Beyond this port the bay narrows rapidly, and *Neutral Island* (with its lighthouse) is passed, opposite Robbinston. Henri IV. of France granted Acadia (an indefinite district, embracing Nova Scotia, New Brunswick, and as much more as he could get) to the Sieur de Monts in 1602. In 1604 the grantee brought over a colony (mostly of Huguenots) and settled on this island, which he fortified strongly. During the mournful winter of 1604–5, 36 out of 70 of the colonists died, either from scurvy, or from drinking water poisoned by the Indians. Remains of De Monts' fort may be seen on the island (which belongs to the U. S.). *Robbinston* village is now touched at, and then the steamer passes up by Oak Point and Devil's Head to **Calais** (*Border City Hotel*; *St. Croix Exchange*). This is a city of about 7,000 inhabitants, with 2 banks, 2 weekly papers, and 6 churches. It was founded in 1789, and has a large shipbuilding and lumber business.

A railway runs 20 M. N. W. from Calais to Lewey's Island (in Princeton; two inns), whence the picturesque Schoodic Lakes may be entered. The steamer "*Naiad*" runs (irregularly, for lumbering work) on Lewey's, Big, and Long Lakes. There is a large village of Passamaquoddy Indians on one of these lakes, and hunting and fishing parties from the coast cities often pass the summer here, roughing it in canoes and in the forest.

Mail-stages from Calais to Eastport; also (from Princeton) to Grand-Lake Stream.

A covered bridge leads from Calais to **St. Stephen** (*Queen Hotel*), a New-Brunswick town of 5,000 inhabitants and 5 churches. The citizens of Calais and of St. Stephen have always lived in fraternity, and formed and kept an agreement by which they refrained from mutual hostility during the War of 1812.

From this point the New-Brunswick Railway runs W. through the forest (crossing Route 49 at McAdam Junction) to *Debec*, 74 M. distant, whence a branch road runs (in 11 M.) to **Woodstock**, the shire-town of Carleton County, N. B. This town has 4,000 inhabitants, and is pleasantly situated on the St. John River, 150 M. from its mouth. A railroad runs through Tobique to **Grand Falls** (*Grand-Falls Hotel*), where the river is contracted into a narrow gorge between lofty cliffs, and plunges over a succession of rocky steps, the first leap being 40 ft. perpendicular. The railway continues up the river to **Edmundston** (*Hotel Babin*), whence the Temiscouata Railway runs to Rivière du Loup, on the St. Lawrence River (see page 385).

From Debec a branch railroad runs N. W. 8 M. to **Houlton** (*Snell House*), the shire-town of Aroostook County, Maine, with a population of 4,000, 2 weekly papers, and 5 churches. Houlton is 456 M. (by railway) from Boston, and has stage-routes running to all parts of N. E. Maine.

Stages run S. through Hodgdon, Amity, Orient, Weston (30 M.); through Linneus; to Smyrna (W.); by Littleton, Monticello, Bridgewater (dinner at Half-Way House), and Westfield, to Presque Isle; also N. by Mars Hill and Easton, to Fort Fairfield.

Presque Isle (*Phair Hotel*) is a forest-town of 3,000 inhabitants, with valuable starch and lumber mills and machine-shops, two newspapers, and an academy. It is on the Canadian Pacific Railway (N. B. Div.). It is 42 M. N. of Houlton, and the centre of rich farming lands, which cover 500,000 acres, and are being settled on account of their variety, cheapness, and fertility. Many Swedes live here; and Madawaska is a populous French district. Good fishing and pleasant scenery abound in the vicinity. 12 M. N. E. is Fort Fairfield, on the New-Brunswick Railway, 3 M. from Aroostook Falls. Caribou village is picturesquely situated, 12 M. N.

Stages run from Presque Isle to Houlton; also to Ashland, 26 M. W., whence a lumber road runs W. by the Allagash Mts. to the Lake of Seven Isles, a little above the head of tow-boat navigation on the St. John River, and over 80 M. from Ashland. This road passes through the heart of the great forest. "The primeval woods of Maine still cover an extent seven times that of the famous Black Forest of Germany at its largest expanse in modern times. The States of R. I., Conn., and Delaware could be lost together in our northern forests, and still have about each a margin of wilderness sufficiently wide to make the exploration without a compass a work of desperate adventure."

Fort Fairfield (*Collins House*) is on the frontier, on the railroad running from Presque Isle to Aroostook Junction (N. B.) on the St. John River. It has nearly 3,000 inhabitants, with 5 churches.

A railway leaving the Canadian Pacific line at Aroostook Junction runs to Fort Fairfield, Caribou, and Presque Isle. Stages run from Caribou to New Sweden, Jemtland, Acadia, Van Buren, and Presque Isle.

Daily stages run on the Military Road, to *Fort Kent*, 80 M. N. W. of Presque Isle. This route crosses and follows the Aroostook River to Caribou, and then runs for 23 M. through the forest to **Van Buren** (*Van Buren House*), a semi-French settlement (1,200 inhabitants), with a Catholic college, on the St. John, above Grand Falls. The road now turns N. W. and follows the St. John 15 M. to *Grant Isle* (*Cyr's Hotel*), opposite St. Basil, with its great convent, 10 M. beyond which is **Madawaska** (*Fournier House*), a village belonging to a large district which has long been inhabited by Acadian French, who were expelled from Nova Scotia (*Acadie*) in 1755. There are several thousand of these Catholic and "pious Acadian peasants," divided into four parishes; and here the tourist may perhaps find an "Evangeline." (The poem has been translated into Canadian French, and is popular.) The Eagle Lakes lie S. of this village, which is 100 M. N. of Houlton. 31 M. from Grant Isle (the stage following the St. John River, and passing through *Frenchville*), **Fort Kent** (*Eagle Hotel*), with its two inns and ruined block-house, is reached. The population is still French, and 16 M. S. W. is *St. Francis*, another Acadian village. Semi-weekly stages run 48 M. S. from Fort Kent through the Eagle-Lakes region and by Portage Lake to Ashland, whence daily stages to Presque Isle, 26 M., and tri-weekly stages 78 M. S. by Masardis, Sherman, and Molunkus to Mattawamkeag.

Fort Kent is 194 M. from Bangor, and 440 M. from Boston.

The Canadian Pacific Railway crosses the wilderness of Maine, from Mattawamkeag by Moosehead Lake to Lake Megantic, on its way westward from St. John to Montreal and Vancouver's Island. It affords a noble first-class route through a wild and picturesque region, hitherto but little known to pleasure-travellers.

NEW YORK CITY TO THE SAGUENAY RIVER.

Having described New England and her eastern frontier in the 50 preceding routes, it has been thought advisable to add thereto a brief survey of those most interesting regions which lie on the west and north of her borders. The tourist might easily arrange a profitable and pleasant summer-trip, by taking either of the Routes, 3, 8, 19, or 21, to New York, thence ascending the Hudson to Albany, and passing to Montreal by way of Saratoga and Lakes George and Champlain, whence Quebec and the Saguenay are easily reached; and the return to Boston could be effected by either of the Routes, 24 (and 25) or 40 (and 37 or 38.)

51. New-York City.

Hotels. — Of the hundreds of hotels in New York, we give a list of 40 from among the best. "Eu." signifies that the hotel is on the European plan, giving rooms at from $1 a day upward, and guests can take meals at the hotel or elsewhere, paying for what they order, *à la carte*. A few hotels charge from $2 upward for rooms. "Am." signifies that the hotel is on the American plan, at a fixed price per day, covering rooms and all meals.

Near Madison Square, the chief houses are the *Fifth-Avenue Hotel, at 5th Ave. and 23d St., fronting the Square (Am., from $5 a day upward); *Hotel Brunswick, 225 5th Ave., on the Square (Am. and Eu.); Hotel Bartholdi, Broadway and 23d St. (Eu.); *Hoffman House, 1111 Broadway, on Madison Sq. (Eu.); Park-Avenue Hotel, 4th Ave. and 32d St. (Am. — $3.50 a day — and Eu.); Victoria, Broadway and 27th St. and 5th Ave. (Am.); Gilsey House, Broadway and 29th St. (Eu.); Sturtevant House, 1186 Broadway, corner 29th St. (Am.); Hotel Glenham, 155 5th Ave., near 21st St. (Eu.); Albemarle, Broadway and 24th St. (Eu.); St. James, 1133 Broadway, corner 26th St. (Eu.); Coleman House, 1169 Broadway, corner 27th St. (Eu.); Ashland House, 4th Ave. and 24th St. (Am. and Eu.).

Near Union Square: Westminster, Irving Place and E. 16th St. (Am.); Union-Square, 16 Union Square (Eu.); Everett, 4th Ave. and 17th St. (Eu.); Clarendon, 4th Ave. and 18th St. (Am. and Eu.).

Up-town, or near Grand Central Station: *Holland House, 5th Ave. and 30th St. (Eu.); *Plaza Hotel, 5th Ave. and 59th St., at entrance to Central Park; *Windsor Hotel, 5th Ave. and 46th St. (Am., from $5 a day upward); *Murray-Hill Hotel, Park Ave. and 41st St. (Am. and Eu.); *Hotel Imperial, Broadway and 32d St. (Eu.); *Buckingham Hotel, 5th Ave. and 50th St., opposite the Cathedral (Eu.); Hotel Marlborough, Broadway and 36th St. (Am. and Eu.); Bristol, 5th Ave. and 42d St. (Am.); Barrett House, Broadway and 43d St. (Eu.); Hotel Normandie, Broadway and 38th St. (Eu.); Langham, 5th Ave. and 52d St. (Eu.); Hotel Vendome, 41st St., near Broadway (Am. and Eu.); Hotel Royal, 6th Ave. and 40th St. (Am. and Eu.); Grand Hotel, Broadway and 31st St. (Eu.); Madison-Avenue Hotel, Madison Ave. and 58th St. (Am. and Eu.); Grand Union, 42d St., opposite Grand Central Station (Eu.); the Metropole, Broadway and 42d St. (Am.).

Down-town: Astor House, Broadway and Vesey St., opposite Post Office (Eu.); Broadway Central Hotel, 671 Broadway, near Bleecker St. (Am. and Eu.); Brevoort House, 11 5th Ave., corner of 8th St. (Eu.); Metropolitan, 584 Broadway, corner of Prince St. (Am.); St. Denis, Broadway and 11th St., near Grace Church (Eu.).

These great hotels are amply supplied with all the luxuries of modern American civilization; and several of them cost far over $1,000,000 each. The Waldorf, Savoy, and New Netherland are superb new hotels on upper 5th Avenue. Englishmen frequent the Brevoort and Clarendon; Bostonians, the Murray-Hill; Southerners, the New-York; Spaniards, the Recréo (15 Irving Place) and Español (116 W. 14th St.); and Frenchmen, the Hôtel Français (17 University Place).

Restaurants. — The most famous in America is *Delmonico's, at Broadway and 26th St. Delmonico also has restaurants at 22 Broad St., 2 South-William St., and 341 Broadway. The Hotel Brunswick, at 5th Ave. and 26th St., is not inferior to Delmonico's. There are excellent restaurants in the Murray-Hill, Gilsey, Hoffman, St. James, Grand Union, Park Avenue, Marlborough, and the other European-plan hotels.

Ladies visit Purssell's, 919 Broadway; Clark's, 22 W. 23d St.; the Vienna Bakery; the St. Denis; the Dairy Kitchen (Union Sq.), etc.

The chief down-town restaurants are: the Astor-House rotunda; the New-York and Metropolitan Hotels: Cable's, Broadway, near Pine St.; Sutherland's, 64 Liberty St.; Café Savarin, in Equitable Building, 120 Broadway; Nash & Brush's, 18 Park Place; Robins and Foy's, John St. Smith & McNell, opposite Washington Market, feed more people than any other restaurant in America.

Oysters, at Dorlon's, in Fulton Market, and 108 E. 23d St.; *chops*, at Eschbach's, 4th Ave., near 20th St., and at Old Tom's, behind Trinity Church; *game*, at the Parker, Broadway and 34th St.; *coffee and rolls*, at the Vienna Bakery, Broadway and 10th St.; *German cuisine*, Sieghortner's (32 Lafayette Place), Broadway and Barclay St., Broadway and Chambers St., 21 Frankfort St., 349 Broadway; *Hun-*

garian wines and table d'hôte (75 cts.) 4 Union Sq.; *French cuisine*, at Vianest's, Delisle's, and Mouquin's, on Fulton St.; *Italian cuisine*, Martinelli, 136 5th Ave. (*table d'hôte*, $1.25); Morello, 29th St. ($1.25); Moretti, 12 E. 21st St. ($1); Riccadonna, 42 Union Sq.; *Spanish cuisine*, 13 Broadway.

Reading-Rooms. — In all the chief hotels (for guests); Y. M. C. Association, corner 23d St. and 4th Ave. Astor Library, Lafayette Place, open 9½–5: City Library, City Hall, open free to all, 10–4; Cooper Union, corner 7th St. and 4th Ave., open from 8 A. M. to 10 P. M.

Post-Office, at the foot of City-Hall Park, open continuously except Sundays, when it is only open between 9 and 11 A. M. There are numerous sub post-offices (Stations), which are alphabetically designated.

Carriages. — Frequent changes are made in the legal rates, which, however, are but lightly binding on the drivers. Attempts are being made to introduce a modification of the London cab-system into New York, with comparatively low fares and courteous drivers. A tariff of fares is (or should be) hung in each carriage, but the drivers frequently attempt to extort undue sums from their passengers. In such cases, since the hackmen of New York are the most ruffianly of their class in the world, an instant appeal should be made to the first policeman who may be seen.

Omnibuses (called "stages") run along 5th Ave. from Washington Sq. to Central Park (fare, 5 cents).

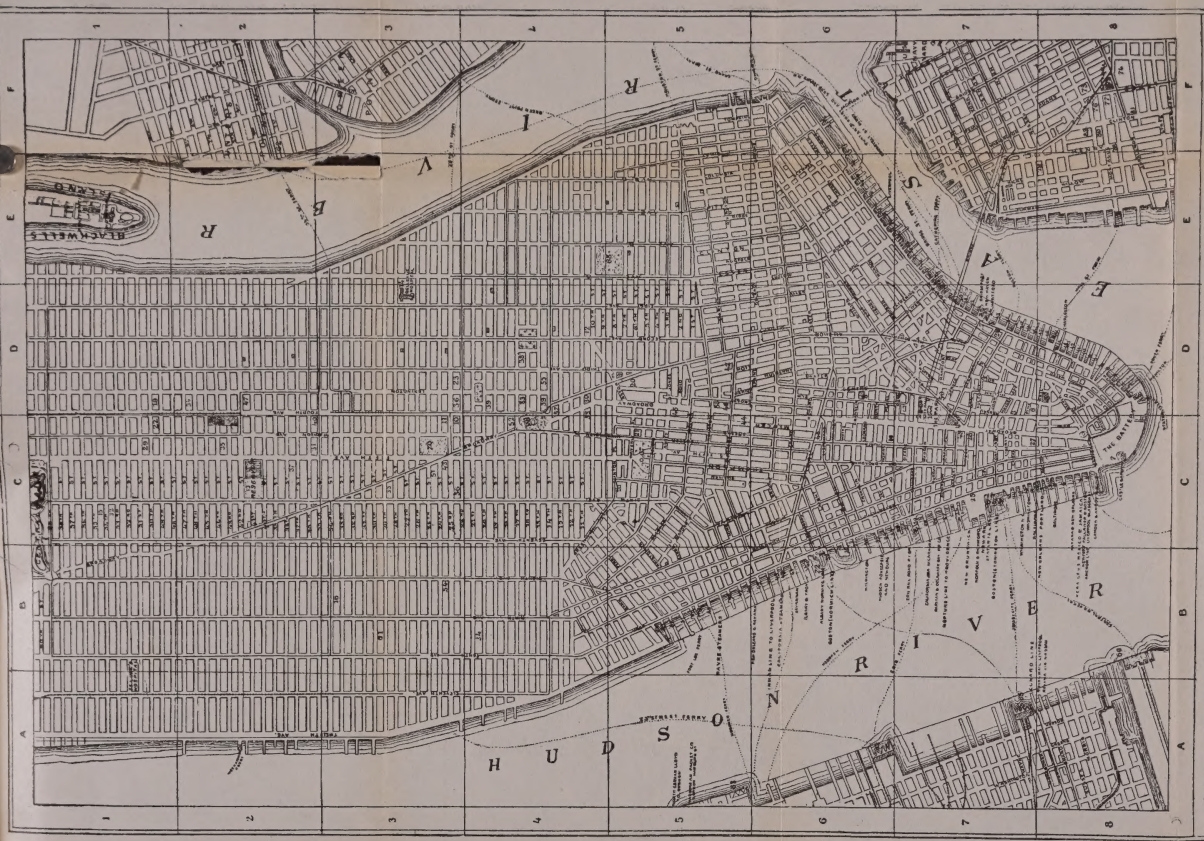
Horse-Cars. — The fare on most of the lines is 5 c. (1) Park Place to Central Park, by Church and Greene Sts. and 7th Ave.; (2) Astor House (Vesey St.) to Central Park, by West Broadway, Varick St., and 6th Ave.; (3) Astor House to Central Park, by Canal, Hudson, and 8th Ave.; (4) Astor House to Grand Central Depot and Harlem, by Park Row, Chatham St., Bowery, and 3d Ave.; (5) Astor House to Hunter's Point Ferry, by Park Row, Centre, Grand, Bowery, 4th Ave., 32d and 34th Sts.; (6) Astor House to 34th St. Ferry, by Chatham St., East Broadway, Avenues B. and A., and 1st. Ave.; (7) Astor House to 86th St., by Centre, Bowery, 4th and Madison Aves.; (8) corner Broadway and Canal St. to 43d St., by Varick St. and 6th Ave.; (9) corner Broadway and Canal St. to Central Park, by Canal, Hudson, and 8th Ave.; (10) corner Broadway and Ann St. through Chatham, East Broadway, Avenues B. and A.; (11) corner Broadway and Broome to Central Park, by 7th Ave.; (12) corner Broadway and Fulton to 54th St., by Greenwich St. and 9th Ave.; (13) Peck Slip to Harlem (128th St.), by Oliver St., Bowery, and 2d Ave.; (14) South Ferry to Central Park, by West St. and 10th Ave.; (15) South Ferry to Central Park, by the East River Ferries, 1st Ave., and 59th St.; (16) Fulton Ferry through Centre and Bleecker Sts. to 10th Ave.; (17) Grand St. Ferry to Desbrosses St. Ferry, by Grand and Vestry Sts.; (18) Grand St. Ferry to Cortlandt St. Ferry; (19) Grand St. Ferry to 42d St. (Weehawken) Ferry; (20) corner Chambers and West Sts. to 42d St. Depot.

Elevated Railways (5 c.) run from the Battery to the Harlem River, by 4 routes: (1) by 6th Ave.; (2) by Bowery and 3d Ave.; (3) by 2d Ave.; (4) by 9th Ave. Stations at about every half-mile. Trains every few minutes.

Ferries. — To Astoria, from 92d St., and from Peck Slip; to Blackwell's Island, from 26th St.; to Brooklyn, from Whitehall, Wall, Fulton, Roosevelt, Catharine, Grand, 23d, and Houston Sts; to Governor's and Bedloe's Islands, from the Battery, hourly; to Greenpoint, from 10th and from 23d Sts.; to Hunter's Point, from James Slip and from 34th St.; to Randall's Island, from 26th and from 122d Sts.; to Ward's Island, from 115th St.; to Jersey City, from Cortlandt, Desbrosses, Chambers, 23d, and 34th Sts.; to Hoboken, from Barclay, 14th, and Christopher Sts.; to Weehawken, from 42d St.; to Bay Ridge, from Whitehall St.; to Staten Island, from Whitehall St.; to Fort Lee, from Canal and 129th Sts.; and Jay St.

Theatres. —

The foremost standard theatres are Daly's and Palmer's, both at Broadway and 30th St.; the Madison-Square, 4 W. 24th St.; Fifth-Avenue, Broadway and 28th St.; Union-Square, 56 E. 14th St.; 14th-Street, near 6th Ave.; Lyceum, 4th Ave. and 23d St.; Harrigan's, 35th St.; Star, Broadway and 13th St.; Grand Opera House, 8th Ave and 23d St. The Bijou Opera House (Broadway, near 30th St.) is devoted to comic opera. The



NEW YORK.

1. *City Hall* C.7.
2. *Court House* C.7.
3. D.7.
4. *New Post Office* C.7.
5. *Custom House* D.8.
6. *Sub-Treasury* D.7.
7. *Castle Garden* C.8.
8. *Tombs* D.6.
9. *Cooper Institute* D.5.
10. *Y.M.C. Association* C.3.
11. *Acad. of Design* C.3.
12. C.4.
13. *Reservoir* C.2.
14. *Bellevue Hospital* E.3.
15. *St. Luke's* „ C.1.
16. *Inst. for the Blind* B.3.
17. *Five Points Mission* D.6.
18. *R.C. Orphan Asylum* C.1.
19. *Woman's Hospital* D.1.
20. *Astor Library* D.5.
21. *University of N.Y.* C.5.
22. *Columbia College* C.1.
23. *College of N.Y.* D.3.
24. *Gen. Theolog. Sem.* B.4.
25. *Washington Market* C.7.
26. *Fulton* „ D.7.

CHURCHES.

27. *Trinity* C.7.
28. *St. Paul's* C.7.
29. *New Cathedral* C.1.
30. *Grace* D.4.
31. *Christ* C.2.
32. *St. Thomas* C.1.
33. *Transfiguration* C.3.
34. *Epiphany* D.2.
35. *Temple Emanuel* C.2.
36. *St. Paul (Meth.)* D.3
37. *Brick (Pres.)* C.2.
38. *St. George (Epis.)* D.4.
39. *All Souls (Unit.)* D.4.
40. *Messiah* „ C.2.
41. *Fourth Univ.* C.2.
42. *St. Patrick* D.5.

HOTELS.

43. *Fifth Avenue* C.3.
44. C.5.
45. *Grand Central* D.5.
46. *Metropolitan* D.5.
47. *Grand Union* D.2.
48. *Brandreth* C.6.
49. *Astor* C.7.
50. D.7.
51. *Hoffman* C.3.
52. *Everett* C.4.
53. *St. Denis* C.D.4.
83. *Westminster* D.4.

THEATRES.

54. *Grand Opera House* B.3.
55. *Acad. of Music* D.4.
56. C.3.
57. *Union Square* D.4.
58. *Niblo's* D.5.
59. *Steinway Hall* D.4.

DEPOTS.

60. *Grand Central* C.2.
61. *Spuyten Duyvil* B.3.
62. *Long Island R.R.* F.2.
63. *Morris & Essex* „ A.5.
64. *Erie* A.6.
65. *For the South* A.7.
66. *Central (N.J.) R.R.* B.8.

SQUARES.

67. *Washington* C.5.
68. *Tompkins* E.4.5.
69. *Union* C.4.
70. *Madison* C.3.

STEAMERS.

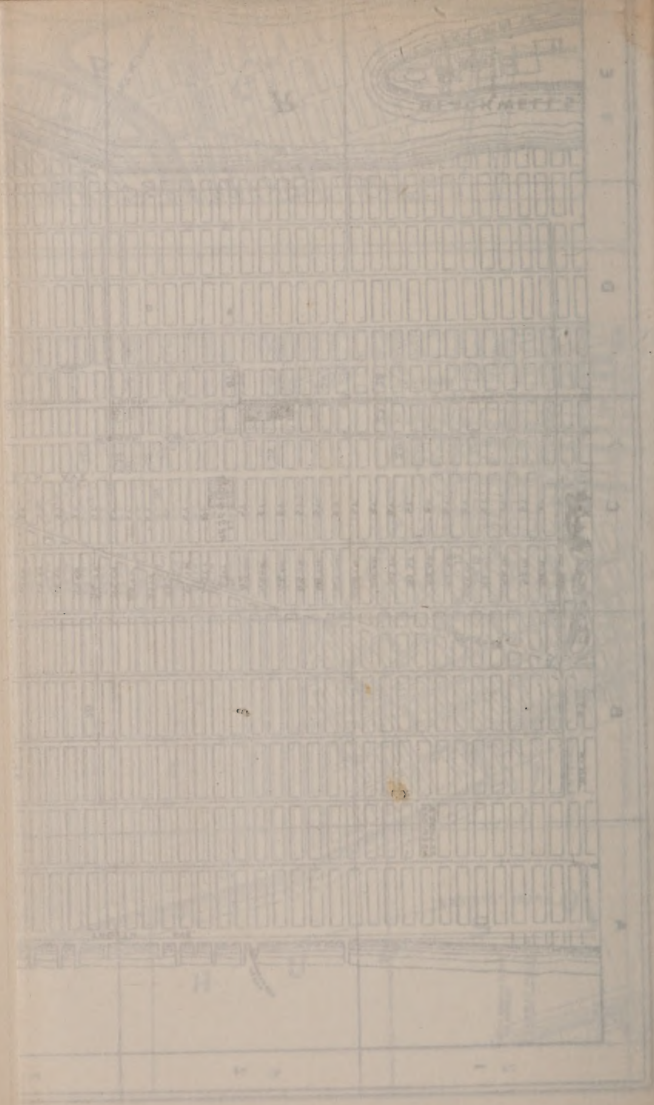
71. *Sag Harbor and New Haven* D.7.
72. *Albany* B.6.

BROOKLYN.

73. *City Hall* F.8.
74. *Court House* F.8.
75. *Post Office* F.8.
76. *Mercantile Library* F.8.
77. *Academy of Music* F.8.

CHURCHES.

78. *Pilgrim's* F.8.
79. *Plymouth (Beecher's)* E.8.
80. *Holy Trinity* F.8.
81. *St. Ann's* F.8.
82. *Our Savior (Unit.)* F.8.



famous old Academy of Music is at E. 14th St. and Irving Place. The Casino gives light operas and comedies, and has a café and summer-garden on its roof. German plays at Amberg's Theatre (15th St. and Irving Place), and the Thalia Theatre, 45 Bowery. The Madison-Square Garden, at Madison Ave. and 26th St., is one of the most wonderful play-houses in the world, and contains the beautiful Garden Theatre, an immense hall for band-concerts and other performances, a concert-room, and a ball-room.

Varieties, at Tony Pastor's theatre. *Wax-works*, at the Eden Musée, 23d St., near 6th Ave. *Concert-Varieties*, at Koster & Bial's, 23d St., between 6th and 7th Aves. The Bowery concert-saloons should be avoided.

Railroads. — Across Staten Island to Tottenville, Pier 1, E. R.; to Philadelphia, by Trenton (90 M.) from foot of Cortlandt St.; by S. Amboy (92 M.); to Easton, Pa., from foot of Liberty St.; to Greenport, Long Island (foot of James St.); to Flushing; to Hackettstown; to Long Branch; to Albany (144 M.) station corner of 42d St. and 4th Ave.; to Albany (by the Harlem R. R.), from the 42d St. station; to New Haven and Boston, from the corner of 4th Ave. and 42d St. The Erie Railway (ferry) stations are at the foot of Chambers and of 23d St.

Steamers. — *Transatlantic lines* — for Liverpool, the White Star and Cunard Lines, Piers at Jersey City; Inman Line, Pier 45, N. R.; U. S. Mail Line, Pier 46; National Line, Piers 44 and 47, N. R.; for Liverpool and Glasgow, Anchor Line, Pier 20, N. R.; for London, Piers 44 and 47, and 3, N. R.; for Havre, Pier 50, N. R.; for Hamburg and Bremen, Piers at Hoboken; for Antwerp; for the Mediterranean ports. *West Indian lines* — for Havana, Atlantic Mail Line, Pier 4, N. R.; for Havana and Vera Cruz, Pier 17, E. R.; for Hayti, Nassau, and the Bermudas. For St. Thomas and Brazil (monthly), Pier 43, N. R.; for St. Domingo and Samana Bay. For Panama and San Francisco (semi-monthly), Pier 42, N. R. *The American coast* — for Key West and Galveston (tri-monthly), Pier 20, E. R.; for New Orleans (3 weekly steamers), Piers 9 and 12, N. R., and 20, E. R.; for Fernandina, Pier 29, N. R.; for Savannah (two weekly steamers), Piers 13 and 36, N. R.; for Charleston (thrice weekly), Piers 5 and 8, N. R.; for Newbern (tri-monthly), Pier 16, E. R.; for Norfolk and Richmond (tri-weekly), Pier 37, N. R.; for Washington and Alexandria (semi-weekly), Pier 29, E. R.; for Philadelphia, the piers from which the steamboats leave are sometimes changed. See the daily papers.

Coastwise and river lines — to Yonkers, Tarrytown, West Point, Newburg, Poughkeepsie, Hudson, Albany, and Troy, from Pier 39, N. R. (morning boat), and from Pier 41, N. R. (evening boat); other river-steamers are at Piers 49, 35, 34, 51, and 43; to Elizabethport and Kill Von Kull, from Pier 14, N. R. (thrice daily); to Staten Island (North Shore) hourly, from Pier 19, N. R.——— (South Shore), from Whitehall; to Elizabethport and Perth Amboy, from Pier 26; to Long Branch, from Pier 35; to Sandy Hook, from Pier 28; to Newark, from Pier 26; to S. Amboy, from Pier 1, N. R.; to Astoria and Harlem, 12 times daily, from Pier 24, E. R. (Peck Slip); to Bay Ridge, from Pier 15, E. R., 6 times daily; to Great Neck, Glen Cove, Roslyn, and Whitestone, from Pier 24, E. R.; to College Point and Flushing, from Pier 22, E. R.; to Huntington and Oyster Bay, from Pier 37, E. R.; to Greenport and Orient, from Pier 4, N. R.; to High Bridge and Kingsbridge, from Harlem Bridge; to Morrisania, from Pier 22, E. R.; to Sag Harbor, from Pier 4, N. R. Steamers leave for Greenwich and Stamford from Pier 37, E. R.; for Norwalk, from Pier 37, E. R.; for Bridgeport, from Pier 35, E. R.; for Stratford and Milford, from Pier 37, E. R.; for New Haven, from Pier 25, E. R. (afternoon and evening); for Hartford and the Conn. River ports, from Pier 24, E. R.; for New London (and Boston), from Pier 40, N. R.; for Stonington (and Boston), from Pier 33, N. R.; for Newport, Fall River (and Boston), from Pier 28, N. R.; for Providence, from Pier 27, N. R.

New York City, the commercial metropolis of the United States and the chief city of the Western Hemisphere, is situated on Manhattan Island, at the mouth of the Hudson River, in latitude 40° 42′ 43″ N., and longitude 3° 1′ 13″ E. from Washington. The population of the city in 1890 was 1,513,501. The island is 13½ M. long, and 1–2 M. wide (containing 22 square M.), and is bounded on the W. by the Hudson River, on the E. by the East River, on the N. by Harlem River and Spuyten Duyvil Creek, while its S. end looks out on the Bay of New York. The lower part of the island consists of alluvial deposits, but low, rocky ridges are found in the central part, which ascend to the cliffs of Washington Heights on the N. The city extends for 5–6 M. N. from the Battery, and the district above the densely settled streets is studded with villas, public and charitable buildings, and market-gardens. The grand avenue called Broadway runs from the lower end of the island to the Central Park, beyond which the broad and costly Boulevard conducts to the N. end. The city is laid out somewhat irregularly from the Battery to 14th St. (2½ M.), but beyond that line a succession of straight, parallel streets extend from river to river, and are crossed at right angles by broad avenues running lengthwise of the island. The Bay of New York is one of the most picturesque in the world, and affords a safe anchorage for the largest commercial fleets and the great vessels of the European steamship-lines. The inner harbor is entered through a deep strait called the Narrows, which is defended by the most powerful and imposing fortifications and armaments in the Western world.

The site of New York was discovered by the Florentine mariner, Verrazzani, in the year 1524. The harbor was again visited by Hendrick Hudson, commanding a vessel of the Dutch East India Company (Sept. 3, 1609), and from the scene of wassail and merriment which followed the meeting of the sailors and the natives, the Indians named the island Manhattan ("the place where they all got drunk"). Hudson then ascended the river since named in his honor to the site of Albany, and claimed the land, by right of discovery, as an appanage of Holland, under the name of the New Netherlands. In 1614 a Dutch colony came over, and built 4 houses and a fort (near the present Bowling Green), naming the place New Amsterdam, in honor of that city which had taken the foremost part in the enterprise. In 1664, Peter Stuyvesant being Captain-General and the place having about 1,800 inhabitants, King Charles II. of England granted all the land from the Connecticut to the Delaware River to his brother, the Duke of York, and an English fleet under Capt. Nichols captured New Amsterdam and named it New York. A Dutch fleet retook the place in 1673 (the population being about 2,500), but it was soon restored to England by treaty. Gov. Sir Edmund Andros was ousted by the people (a few years later), and Jacob Leisler took his place, and ruled amid the trials and terrors of bitter political struggles and sanguinary invasions from Canada. In 1700 the city had about 6,000 inhabitants; in 1702 the first free grammar school was opened; in 1711 a slave-market was opened in Wall St.; in 1725 the *New York Gazette* was established; and in 1732 a classical academy was founded. The commerce of the city increased rapidly, and its merchants took a bold and decided stand against the unjust aggressions of Parliament. The American army under Washington occupied the city in 1776, but the British troops who had abandoned Boston landed on Long Island, and after a severe battle near Brooklyn, Washington was forced to retreat. Other actions at White Plains and King's Bridge resulted in great damage to the Americans, and New York was left in the hands of the British, who occupied it for seven years. Part of the city was

burnt, part of it was turned into barracks, hospitals, and prisons, and thousands of Americans were confined on floating hulks in the East River. Nov. 25, 1783, the British left, and Washington and the Governor of the State entered in triumph. The first Federal Congress met here, and here, in 1789, Washington was inaugurated President (the city then having 33,000 inhabitants; in 1800 it had 60,489). The first steamer was put on the Hudson in 1807, and the Erie Canal was completed in 1825, amid splendid celebrations in the city and State. Gas was introduced in 1825; in 1832 the Asiatic cholera carried off 4,360 persons; in 1835 a great fire destroyed $ 20,000,000 worth of property; and in 1837 the great financial crisis ruined thousands. The Croton Aqueduct was completed in 1842, and a fire in 1845 caused a loss of $ 7,000,000. The city has grown rapidly since the introduction of the railway system, and the most remote parts of the States are reached by its immense lines of track. Scores of ocean-steamers and fleets of packet-ships bring in the products of all other continents, and bear away full cargoes of Western grain, or the manufactures of the Middle and Eastern States. In 1820 New York had 123,706 inhabitants; in 1840, 312,710; in 1860, 813,669; and in 1870, 926,341. There are but two larger cities (London and Paris) in Christendom.

The Battery is a park at the S. end of Manhattan Island, containing 31 acres, and adorned with large trees and verdant lawns. The waterfront is secured by a sea-wall of massive masonry, above which is a broad promenade which affords admirable *views of the Bay. The populous heights of Brooklyn are in the E., with Governor's Island nearer at hand, on which the high walls of Castle William are seen, with the embankments of the less imposing but more powerful Fort Columbus, a star-fort mounting 120 heavy cannon. Ellis and Bedloe's Islands are seen farther down the harbor, with the long hill-ranges of Staten Island beyond, and Jersey City on the W. The curious round structure on the Battery was built for a fort ("Castle Clinton") in 1807, was ceded to the city in 1823, and was the scene of the civic receptions of the Marquis Lafayette, Gen. Jackson, President Tyler, and others. It then became an opera-house, where Jenny Lind, Sontag, Parodi, Jullien, Mario, &c., made their appearance. The building was long used as a depot for immigrants, received from their ships, and sent thence to their destinations. From **Whitehall**, on the E. of the Battery, the Staten-Island, South, and Hamilton (Brooklyn) ferry-boats start. Boatmen may be engaged here for trips in the harbor. From this point South St. follows the East River shore for over 2 M., passing the ferries to the Long Island cities, and the piers at which lie hundreds of stately packet and clipper ships, and humbler coasting-craft. **Bowling Green**, the cradle of New York, is just N. of the Battery.

Bartholdi's colossal *statue of **Liberty Enlightening the World**, on Bedloe's Island, is reached by steamboats running hourly from the U. S. Barge Office, at the Battery (25 cts. for the round trip). It is plainly visible from the Battery.

***The East-River Bridge**, opened in 1883, crosses from Sands St., Brooklyn, to City-Hall Park, N. Y., 5,989 ft. long and 135 ft. above high water, with towers 272 ft. high. It took 13 years to build, and cost $ 15,000,000. It has 2 carriage-roads, an elevated foot-path, and railways.

No. 1 Broadway was built in 1760, and served as the headquarters of Lord Howe, Gen. Clinton, Lord Cornwallis, and Gen. Washington. On its site Cyrus W. Field has erected a vast commercial building. Benedict Arnold lived at No. 5 Broadway, and Gen. Gage had his head quarters at No. 11. A short distance above the Green is * **Trinity Church**, a noble Gothic building of brown-stone, with a spire 284 ft. high. The interior is 192 ft. long and 60 ft. high, with a deep chancel lighted by a superb window, and with massive columns separating the nave from the aisles. The church is open all the week, and the ascent of the spire (permission is now rarely given) should be made for the sake of the *view from the top. To the S. is the noble harbor with its fleets and fortified islands and the fair villages of Staten Island in the distance; to the W., across the Hudson, are Jersey City, Newark, Bergen, and Elizabeth; and up-river from Jersey City are Hoboken and Weehawken, with the Palisades and the distant blue Highlands in the N. The thronged and brilliant Broadway runs N. E. for 2 M. to Grace Church, and the great mass of the city is seen on either hand; while the course of East River may be followed from above Blackwell's Island by Flushing, Astoria, and Greenpoint, to Brooklyn and Greenwood. Directly below is the crowded Wall St., along whose line ran the walls of New Amsterdam. There is a large and venerable graveyard about the church, in which are buried Alexander Hamilton, Capt. Lawrence (of the Chesapeake), and other noted men, while in one corner is a stately Gothic monument to the patriots who died in the British prison-ships. Trinity Society is the oldest in New York, and the first edifice on the present site was built in 1696. In 1705 Queen Anne gave it a fine communion service (still preserved), and also a large tract of land on Manhattan Island, which has since so increased in value that this church is the richest in America (said to be worth over $10,000,000), and spends immense sums annually in benefactions among the poor of New York, besides supporting a considerable body of clergy and a choir which is unsurpassed in the country. There are morning and evening prayers daily in the church (9 A. M. and 3 P. M.), with imposing choral services on Sunday. The chime of bells in the steeple is the finest in America. See, also, the magnificent Astor reredos.

Wall St. runs E. from Trinity Church, and is the resort of bankers and brokers, and the financial centre of the republic. At No. 13 the visitors gallery of the *Stock Exchange* may be entered, and at about noon affords an exciting view of the busy whirl below. The stately **U. S. Sub-Treasury** is on the corner of Wall and Nassau, on the site of the hall in which Washington was inaugurated first President of the U. S. (1789). It is built in partial imitation of the Parthenon at Athens, with Doric colonnades and classic pediment, and a lofty interior rotunda, supported by 16 elegant Corinthian columns. It is of Massachusetts marble (with

granite roof), and took 8 years in building, costing $2,000,000. (Visitors admitted, 10–3 o'clock.) Broad St., the home of speculators and brokers, leads off to the S. from the Treasury, while running N. is the busy Nassau St., also lined with bankers' offices, and leading to the City-Hall Park — crossing *John St.*, on which is the oldest Methodist church in America (built in 1768), and near which, on William St., Washington Irving was born. The venerable Middle and North Dutch Churches (on Nassau and Fulton Sts.) have been secularized and demolished. The former was used for the U. S. Post-Office from 1861 to 1875. Opposite the U. S. Sub-Treasury are several eminent banking-houses, and the superb Drexel building (built in the Renaissance style at a cost of $700,000). Still farther down Wall St. is the **U. S. Custom House**, a massive building of granite, marble, and iron, originally built for a Merchants' Exchange, at a cost of $1,800,000. It is 200 ft. long, and has a portico of 18 Ionic columns, while a dome 124 ft. high overarches a rotunda surrounded by 8 rich Corinthian columns of Italian marble, and capable of containing 3,000 persons. The elegant Bank of New York is opposite the Custom House, and just below is Pearl St., the scene of a heavy wholesale trade in cotton and other staples. A ferry runs from the foot of Wall St. to Montague St., Brooklyn. Returning to Broadway, the immense buildings of the Bank of the Republic, the Metropolitan Bank, the Equitable Life Ins. Co. (137 ft. high), and others are passed. Fulton St. turns off to the r. at the busiest part of Broadway, and leads to **Fulton Ferry**, passing the *Evening-Post* building and the Fulton Market. *St. Paul's Church* (Epis.), on the l. of Broadway, was built in 1766, and has a statue of St. Paul on its pediment, with a mural tablet in the front wall over the remains of Gen. Montgomery. Opposite the church are the floridly ornamented Park Bank and the extensive and elegant *Herald Building*, standing on the site of Barnum's Museum (which was burnt in 1865). The long and simple granite front of the *Astor House* comes next, on Broadway (on the l.), with Vesey St. diverging to the l. and leading to the great *Washington Market*, with its rude and unsightly sheds filled with a rare display of the fruits and vegetables, meats and fish, of the adjacent districts. Park Row stretches off obliquely to the r. from the Astor House to Printing House Square, with its bronze statue of Franklin. This vicinity is one of the great intellectual centres of America, and here are seen the offices of the *Herald*, *Times*, *Tribune*, *World*, *Sun*, *Telegram*, *News*, *Mail and Express*, *Journal*, *Staats Zeitung* (all daily papers, besides a great array of weeklies). The **East-River Bridge** (see page 329) ends at the City-Hall Park; and the elevated railway may be taken here for up-town, the Battery, or Brooklyn. By turning from Printing-House Square down Frankfort St., Franklin Square is reached, with the vast and imposing publishing-house of the Harpers. The prolongation of Park Row is the home of cheap trades-

men, mock auctions, and old-clothes shops. At the S. end of the City Hall Park, and opposite the Astor House, is the * **U. S. Post-Office**, a stately and immense granite building, with lofty Louvre domes and a frontage (on Broadway) of 340 ft. The architecture is Doric and Renaissance, the granite columns and blocks being cut and carved ready for their places (by 600 men) at Dix Island, on the coast of Maine, and the building is absolutely incombustible. The basement and first floor are reserved for the Post-Office, the second and third floors for the U. S. Courts, and 12 elevators keep up communications. The **City Hall** is N. of the Post-Office, and is a fine building of Massachusetts marble, 216 ft. long and 105 ft. broad, with Ionic, Corinthian, and composite pilasters, lining its front. It is surmounted by a fine clock-tower, which is illuminated at night. The City Hall was nine years in building, and cost $ 700,000. N. of this edifice is the new **Court House**, a massive and magnificent marble building, in Corinthian architecture, 250 ft. long, and completely fireproof. It was commenced in 1861, the expense being estimated at $ 800,000, but the infamous Tammany Ring having gained control in the city, $ 6,000,000 was (nominally) spent on the Court House. The elegant Corinthian portico on Chambers St., the lofty and graceful dome, and other details of the plan, have not yet been completed. Opposite the Court House is the building formerly devoted to A. T. Stewart's wholesale trade (shawls, silks, and dry goods), standing on the site of a British fort of 1776–83. Passing up Broadway, with immense and costly buildings on either side, and similarly lined streets running off to r. and l., the brilliant windows, the throngs on the sidewalks, and the roar of the street cause constant surprise. On the r. is the "Bloody Sixth" Ward (bounded by Broadway, Canal, Bowery, and Chatham Sts.), with its dense and dangerous population, its filth, poverty, and crime. By turning down Leonard St. (to the r.) the city prison, called the **Tombs**, is reached. It is built massively in the gloomiest and heaviest form of Egyptian architecture, and is usually well filled, while in the interior of the quadrangle is the place of executions. A short distance beyond, at the intersection of Baxter, Park, and Worth Sts., is the *Five Points*, formerly the most terrible locality in the city and republic, but now somewhat improved by the aggressions of religious missions. In this vicinity are the crowded and reeking tenements, the narrow and filthy alleys, the unspeakable corruption and utter depravity of the slums of the Empire City. It is well to be accompanied by a policeman during a visit to this district, both to insure personal safety and to learn minute details.

Advancing up Broadway, Walker St. is seen on the l., leading to the Hudson River R. R. Depot, whose Hudson St. front is surmounted by the largest bronze groups in the world (emblematic of Vanderbilt's career). The ancient Chapel of St. John fronts the depot, which was built on St.

John's Park. Passing now the superb white marble N. Y. Life Ins. Building (Ionic architecture) the wide Canal St. is crossed. Prince St. leads off to the old *Cathedral of St. Patrick*, and then comes **Bleecker St.**, the Latin Quarter of New York, and the headquarters of Bohemianism. A little way beyond Broadway Central Hotel (on the l.), a side street leads W. to Washington Square, laid out on the old Potter's Field, where over 100,000 bodies are buried in trenches. On one side of the Square is the **New-York University** (founded in 1831), a fine marble building 200 ft. long, in English collegiate architecture, with a large Gothic window lighting the chapel. Above the Broadway Central Hotel, Astor Place leads off to the r. to the *Mercantile Library* (with 250,000 vols.). Close by, on the S., in Lafayette Close by, on the S., in Lafayette Place, is the **Astor Library** (open 9–5 daily), in two lofty halls in a large Romanesque building. The library was endowed with $400,000 by John Jacob Astor, and has about 250,000 volumes, besides rare old books and considerable departments in the European languages. The *Bible House* (at the end of Astor Place) is an immense structure, six stories high, covering ¾ of an acre, with 700 ft. frontage, and containing 600 operatives. It cost $300,000, and is the property of the American Bible Society, and besides the vast numbers of Bibles issued from its presses, there are 13 religious and philanthropic papers published in the building. Since 1817 this society has put in circulation 60,000,000 Bibles and Testaments, in 24 languages. Opposite the Bible House is the **Cooper Institute**, a brown-stone building occupying an entire square, which was founded and endowed by Peter Cooper, of New York. It has a great library and reading-room, with courses of lectures and special studies, nearly all of which are free to the people. Stuyvesant Place leads N. E. from the Institute, passing *St. Mark's Church* (Epis.), which has the tombs of the Dutch Captain-General Stuyvesant (died 1682), the British Governor Sloughter, and the American Governor Tompkins. At the end of the Place is the elegant yellow sandstone building of the N. Y. Historical Society, with a rich historical library of 100,000 volumes, collections of antiquities, a picture gallery, and museums of Nineveh marbles and Egyptian curiosities. Cole's "Course of Empire" paintings are in this art gallery.

On Broadway, at the corner of 10th St., is Denning's (formerly A. T. Stewart's) vast dry-goods store, with 15 acres of flooring. **Grace Church** and Rectory are now seen on the r., costly and elegant buildings of marble, in the most florid Gothic architecture. The lofty and graceful spire is much admired, and the interior of the church, with 40 stained windows, light columns and arches and carvings, has a marvellous richness. At this point Broadway bends to the l., and soon reaches **Union Square**, a pleasant oval park, with green lawns and shrubbery, and a large popu-

lation of English sparrows. On the E. is a colossal equestrian statue of Washington, which is much admired, and on the W. is a bronze statue of Lincoln. The Square is lined with fine hotels and stores, although it was formerly the most aristocratic part of the city. University Place runs S. from Union Square, passing the N. Y. Society Library (near 12th St.; founded 1700; 64,000 volumes)

to the N. Y. University.

14th St. runs E. by the elegant Steinway Hall, the Academy of Music, Grace Church Chapel, and Tammany Hall.

4th Avenue runs N. from Union Square. To the r., down 16th St., are Stuyvesant Square and **St. George's Church** (Epis.), a large and elegant edifice of brown-stone, in Romanesque architecture, with a richly frescoed ceiling 100 ft. above the floor, a spacious chancel,

and a fine rectory.

Farther up 4th Ave. (corner of 20th St.) is the **Church of All Souls** (Unitarian), a curious structure in Italian architecture, with alternate courses of brick and light-colored stone. On the next corner is the *Calvary Church* (Epis.), a Gothic building of brown-stone.

On the corner of 4th Ave. and 23d St. is the *Young Men's Christian Association* building, a large and costly structure of brown and Ohio stone, in the Renaissance architecture, and including a fine library, reading-rooms, parlors, a gymnasium, and a public hall. Strangers will meet a kindly welcome here. Opposite the Y. M. C. A. is the elegant * **National Academy of Design**, built of gray and white marbles and blue-stone, in the purer Gothic forms of the 12th century, with certain features copied from the best Venetian architecture. It has an imposing entrance and stairway, with extensive galleries, in which every spring and summer are held exhibitions of hundreds of the recent works of the best of living American artists (admission 25c.). On the lower floor is the Suydam collection (on permanent deposit), which includes 92 pictures by eminent French and American artists, with a few works of the old Italian masters. E. of the Academy (on 23d St.) are the N. Y. College of Physicians and Surgeons, the Demilt Dispensary, the Ophthalmic Hospital, and the College of the City of New York (corner of Lexington Ave.). Passing W. along 23d St., **Madison Square** is soon reached (3 M. from the Battery), a bright and fashion-favored park of six acres, surrounded by palatial hotels (Fifth Ave., Hoffman, St. James, etc.), and the magnificent Madison-Square Garden. 23d St. runs thence W. to the Hudson River, passing the imposing Masonic Hall, and the marble *Grand Opera House*, on the corner of 8th Ave. Turning to the l. from 23d St. down 9th Ave. to 20th St., the stone buildings of the richly endowed and flourishing *General*

Theological Seminary (Epis.) may be seen. Broadway runs N. from Madison Square for nearly 2 M. to the Central Park, crossing the numbered streets obliquely, and passing the sumptuous Hotel Victoria, on the corner of 27th St., several famous theatres, the Congregational Tabernacle (corner of 34th St.),

and long lines of fine buildings and stores. Fifth Avenue begins on the S. at Washington Square, and passes the College of St. Francis Xavier (Jesuit ; corner of 16th St.

Chickering Hall (corner of 18th St.), the S. Reformed Church (corner of 21st St.), the Church of the Holy Communion (Epis. ; cruciform Gothic, of brown-stone, with free seats ; corner of 20th St. and 6th Ave.), and the Union Club House (built of brown-stone at a cost of $300,000 ; corner of 21st St.). The avenue now passes the line of superb hotels on the W. side of Madison Square, and crosses Broadway diagonally. The route from Madison Square to the Central Park by this avenue leads through the most aristocratic and splendid street in America, — forming a scene of unexampled brilliancy and beauty, especially on pleasant Sundays after morning service and late in the afternoon. Just off the avenue on 25th St. is *Trinity Chapel*, an elegant edifice lined with Caen stone, frescoed, with richly stained windows, and famous for its choral services. *St. Stephen's Church* (Cath.), which has the most elegant altar in America, may be seen down 28th St., which leads off to the E. to *Bellevue Hospital* and the Morgue. On 29th St., near the avenue, is the quaint and irregular Church of the Transfiguration, much affected for fashionable weddings and familiarly known as "the little church around the corner." At the corner of 34th St. is the superb marble palace of the late A. T. Stewart, which cost $2,000,000, and is now the home of the Manhattan Club.

34th St. leads W. to the Hudson, passing the turreted and embattled buildings of the N. Y. Institution for the Blind. On the E. it conducts to Park Ave., on high ground, which is underlaid by the 4th Ave. R. R. passing through a tunnel over which are well-arranged parks. The Unitarian Church of the Messiah fronts on Park Avenue, and is adjoined by the spacious Church of the Covenant (Pres.), built of gray-stone in Lombardo-Gothic arcitecture.

On 5th Ave., from 40th to 42d Sts., is the **Distributing Reservoir** of the Croton Aqueduct, massively built of granite in Egyptian architecture, 44

ft. high, 420 ft. square, with an area of 4 acres and a capacity of 23,000,000 gallons. The broad promenade on top is open to the public, and commands extensive and pleasing views. Bryant Park is a pretty park on the W., while the (French Catholic) College of St. Louis is farther down on 42d St. Two squares to the E. on 42d St. is the **Grand Central Depot**, the converging point of several railways. It is an enormous structure of brick and stone, covering 3 acres, and 700 ft. long, built in Renaissance architecture, with the Grand Union Hotel opposite. On the corner of 5th Ave. and 43d St. is the Jewish *Temple Emanuel*, the chief of the 27 synagogues of the city, and the finest piece of Saracenic architecture in America. The brick Church of the Holy Trinity, and the superb St. Bartholomew's Church are near the depot. The Windsor Hotel is at 5th Ave. and 46th St.; the 4th Universalist Church is at 45th St.; and the Collegiate Reformed Church is at 48th St. On 49th St. are the buildings of *Columbia College*, a venerable and wealthy institution, which was chartered (as King's College) by George II. of England in 1754. At the corner of 50th St. is the **Cathedral of St. Patrick** (Cath.), the grandest church in America. It was commenced in 1858, and is now open for services; the building occupying the highest point on 5th Ave., and being firmly founded on solid ledges of rock. The material is white marble, and the architecture is the decorated Gothic of the 13th century. The front is to be guarded by two marble spires, each 328 ft. high, and adorned with statuary and rich carvings, while the interior columns are of marble, supporting a high and ornate clere-story. The lofty and elegant front entrance is worthy of close inspection. N. of the cathedral is the Catholic Orphan Asylum. The spacious Church of St. Thomas (Epis.) is just above (on the l.), near which is Dr. Hall's new church. At 59th St. is the Scholars' Gate to the

Central Park.

In 1856 the present site of the Park was a dreary and desolate region of swamps and ledges, dotted here and there with heaps of rubbish and the shanties of a rude and degraded people. In that year the work began which has since given New York the most beautiful, and one of the largest of the parks of the world, — a work which up to the close of 1864 alone had cost $9,200,000. The park is a parallelogram, 2½ M. long and ½ M. wide, being 5 M. N. of the Battery, and nearly 1 M. from the rivers on either side. It includes 863 acres, of which 185 are of water, 15 M. of carriage-roads, 8 M. of bridle-paths, and 25 M. of walks, while communication across the island is confined to four sunken roads which pass from E. to W. across the park and under its drive-ways. Park carriages are in waiting at the lower gates, and carry visitors all through the grounds, for a small sum. There are brilliant skating-carnivals on the frozen ponds during winter, and on summer afternoons (especially Sundays) the promenades and driveways are thronged. The park may be reached by either of several lines of elevated railway, running from the Battery and City-Hall Park, every few minutes.

The **Metropolitan Museum of Art** (near 84th-St. station of 3d-Ave. Elevated Railway) contains the vast Cesnola Collections from Cyprus, and a great number of paintings (by Rubens, Hals, Van Dyck, Murillo, Velazquez, etc.). Open free, Wed., Thurs., Fri., Sat.; other days, 25 cts. The **American Museum of**

Natural History (near 81st-St. station, 6th-Ave. Elevated Railway) is open free Wed., Thurs., Fri., and Sat. It contains immense collections, including the Verreaux, Elliot (birds of America), Prince Maximilian, Hall (N. Y. geology), Bement (stone age of Denmark), Jay (shells), Squier (Mississippi Valley), and other rare groups.

Near the Scholars' Gate (5th Ave.) is the old State Arsenal, a massive castellated building. Near the bust of Humboldt is the *Pond* (4½ acres), an irregular sheet of water. Winding paths and drives conduct, by graceful curves and passing picturesque knolls and groves, bridges and arbors, to **The Mall**, the chief promenade and ornament of the park. At the entrance of this noble esplanade are fine bronze statues of William Shakespeare and Sir Walter Scott, and other groups and statues are seen at various points. The Mall is 1212 ft. long and 208 ft. wide, and is bordered by double lines of tall trees. At the *Music Pavilion*, near the upper end, fine band-concerts are given on pleasant Wednesday and Saturday afternoons, and at such times the vicinity is filled with a gay and varied crowd. The Mall is terminated by **The * Terrace**, a sumptuous pile of architecture, with frescoed arcades and corridors, broad promenades, costly and elaborate balustrades, and high pedestals which are to be graced with symbolic statuary. Broad stone stairways lead down to the esplanade by the lake-side, on which is erected the most elegant fountain on the continent, with bronzes and rare marbles representing the Angel of Bethesda. A large flotilla of pleasure-boats is kept on the *Central Lake* (20 acres), and pleasant excursions may be made with little expense (tariffs regulated by the commissioners). On the W. of the Mall is the *Green*, a broad lawn covering 15 acres, and destined for a parade-ground. Near the head of the Mall (on the r.) is the *Casino*, a neat refectory on a high knoll. Crossing Central Lake by the graceful Bow Bridge, **The Ramble** is entered, — 36 acres of copse and thicket and craggy hill, bounded by the lake and threaded by a labyrinth of romantic foot-paths. The Vine-covered and Evergreen Walks, the Stone Arch, the Grotto, and other pretty objects are found in the Ramble. On Vista Hill (to the N.) is the *Croton Reservoir*, which covers 31 acres, is 105 ft. above tide-water, and contains 150,000,000 gallons of water. There are broad and far-viewing promenades on its walls of massive masonry. Just to the N. is the *New Reservoir*, covering 106 acres and having a capacity of 1,000,000,000 gallons. The graceful curves of its shore-line are bounded by lofty stone walls of immense thickness, and ornamental gate-houses stand at its N. and S. ends. Just S. W. of the rectangular (smaller) reservoir is the **Belvidere**, situated on high ground overlooking the park. Above the New Reservoir is the Upper Park, less visited and with less artificial embellishment then the Lower Park, but with more marked natural beauties. Passing the East and West Meadows the buildings of *Mount St. Vincent* are seen on the E., where a pleasant

refectory has been installed. To the E. is the Arboretum, while close by, on the N., is *Harlem Lake* (covering 16 acres), with its bold S. shore lined with the remains of ancient fortifications.

The * **Lenox Library** (reached from 67th-St. station of 3d-Ave. Elevated Railway) is a magnificent limestone building fronting on Central Park, at 70th St., and containing a library of 70,000 volumes, including many *incunabula*, and very rare works of immense value, Shakespeariana, Americana, etc. The picture-gallery contains 150 paintings, some of which are by Copley, Stuart, Reynolds, Turner, Gainsborough, Delaroche, Munkacsy, Vernet, Wilkie, etc. The Library is open free, from 10 to 5, every day except in July, August, and September.

Close by is the *Lenox Hospital* (Presbyterian), a quaint and ornate brick and stone structure, with tall and slender spires. A few rods distant (on the old Hamilton Square; and built at a cost of $300,000) is the spacious and imposing building of the **Normal College,** in the secular Gothic style, with a lofty and massive Victoria tower. The Foundling Hospital is still farther E., and in plain sight is the *Mount Sinai Hospital*, a cluster of stately buildings in Elizabethan architecture, erected at a cost of $340,000. The great Union Theological Seminary (Presbyterian) is at 4th Ave. and 69th St.; and the splendid armory of the Seventh Regiment (open to visitors) is at 4th Ave. and 66th St.

From the point where Broadway reaches the park (corner of 8th Ave. and 59th St.) a grand avenue called the **Boulevard**, with a parked centre and graceful curves, runs N. to Manhattanville and Central Bridge. This road passes (at 73d St.) the extensive stone building (Gothic) of the *N. Y. Orphan Asylum*, which looks down on the Hudson. The Leake and Watts Orphan House fronts on 110th St., and can accommodate 250 children. Close by (on the E.) is the Morningside Park. At 115th St. is the *Bloomingdale Asylum for the Insane*, with spacious buildings in pleasant grounds. The Boulevard now leads by market-gardens and rural villas, to the village of *Manhattanville* (130th St.), with the imposing buildings of the Convent of the Sacred Heart and of Manhattan College on the hill beyond. The magnificent *Washington Bridge*, from Washington Heights to the Annexed District, was finished in 1889, at a cost of $2,700,000.

The **High Bridge** is a structure worthy of the Roman Empire. It is 1,450 ft. long, 114 ft. high, is supported on 14 piers, and is used to carry the Croton Aqueduct across Harlem River. It is built of granite, and cost $900,000. Near this point (11 M. from the City Hall) are the buildings of the Juvenile Asylum, while the elegant structure of the Institution for the Deaf and Dumb is to the S. W. (near 165th St.). Just across Manhattan Island (which is narrow at this point) is *Fort Washing-*

ton, looking down on the Hudson in a succession of fine views. The High Bridge may be reached by the elevated railways which traverse 2d and 3d Aves., but the steamers which leave Peck Slip (12–15 times daily) for Harlem afford a more pleasant route. These boats pass up the East River, by the immense municipal charitable and correctional buildings on *Blackwell's Island*. The entire E. water-front of the city is passed, Astoria is visited, and, leaving the tumultuous Hell Gate passage on the r., the boat enters a narrower channel with *Ward's Island* on the r. On this island are seen the imposing and extensive buildings of the Inebriate Asylum, together with the Lunatic Asylum and the Emigrant Hospitals. *Randall's Island* comes next (on the r.), with the House of Refuge and other civic charities. The steamer stops at Harlem Bridge, whence the High Bridge may be reached by smaller boats or by road.

Brooklyn, the third city of the Union (806,343 inhabitants), is joined to New York by several ferries across East River, and the world-renowned **East-River Bridge**, over 1 M. long and 135 ft. high, built 1870–83, at a cost of $15,000,000. Noble views are afforded from its centre. It is crossed by cars. The *City Hall* is 1 M. from the Fulton Ferry (corner of Court and Fulton Sts.), and is an elegant classic building of white marble, near which is the *Kings-County Court House*, built of marble in Corinthian architecture, at a cost of $540,000. There are many other fine public buildings in the city, while the private mansions (on Clinton Avenue, Brooklyn Heights, &c.) are worthy of notice. The *U. S. Navy Yard* is of the first class, and covers 144 acres, with large depots of *materiel* of war, ship-houses, barracks, &c., while the Dry Dock (which cost $1,000,000) is one of the best. Some fine vessels may be seen here, including the old line-of-battle ship *Vermont*. The *Marine Hospital* (500 patients) is a large granite building on the Wallabout Bay, where the British prison-ships were anchored during the Revolution, and where 11,500 patriot prisoners died. The *Atlantic Dock* fronts toward Governor's Island, and its long granite piers and immense warehouses merit a visit. The principal churches of the city are the Catholic Cathedral, on the corner of Lafayette and Vanderbilt Aves.; the Plymouth Church on Orange, near Hicks St.; the Church of the Pilgrims (Rev. R. S. Storrs, Jr.), corner of Henry and Remsen Sts.; and the Church of the Holy Trinity, corner of Clinton and Montague Sts. From the fact of its having 233 churches, Brooklyn has won and wears the name of "The City of Churches.

Prospect Park (reached by horse-cars on Fulton St. and Flatbush Ave.) is a noble rival of Central Park, covering 630 acres, and costing, since its commencement (in 1866), $9,000,000. The Plaza is a large, paved, circular space at the entrance, with a statue of Lincoln, fountains, and flowers. There are broad and verdant meadows, large and umbrageous groves,

hills commanding superb views of the Bay of New York, Staten Island, and the Highlands of the Hudson and the Neversink. There is a picturesque lake of 61 acres, and the romantic variety of the natural scenery of this park, together with its height and its fine distant views, renders it the pride of Long Island. There are 8 M. of drives, 4 M. of rides, and a great number of rambles.

Greenwood Cemetery is 3 M. from Fulton Ferry (horse-cars every 15 minutes; strangers not admitted on Sunday), and is the most beautiful cemetery in the world. It contains 413 acres of land, traversed by 20 M. of winding paths and driveways, and embellished with forests and lakes. Ocean Hill commands a view over the limitless sea, while Battle Hill overlooks New York and its Bay, Brooklyn, Jersey City, and the Hudson. Many of the monuments are of much artistic merit, and the revenues of the cemetery are devoted to its adornment.

To the E. of Brooklyn are the large cemeteries of "The Evergreens" and "Cypress Hills," beyond which are the quaint and pleasant old Long Island towns of Flushing and Jamaica. Still farther E. is *Roslyn* (steamer from Peck Slip), a sweet village on Hempstead Bay, near which is Cedarmere, the home of Bryant. **Long Branch** is 34 M. from New York (by steamer from Pier 8, N. R., to Sandy Hook, and thence by rail), and is the favorite seaside resort of the "upper ten." It has a cluster of the most elegant and expensive summer-hotels on the coast, and has fine bathing and driving facilities. *Coney Island* is a favorite resort for the great mass of the citizens, and is quickly reached by boat from Pier 1, N. R., or by cars from Brooklyn. Excursions to the beautiful hills and vast fortifications on Staten Island; to the cities of Jersey City, Elizabeth, and Newark; and through Hell Gate to the island towns, will be found both pleasant and profitable.

52. New York to Albany. — The Hudson River.

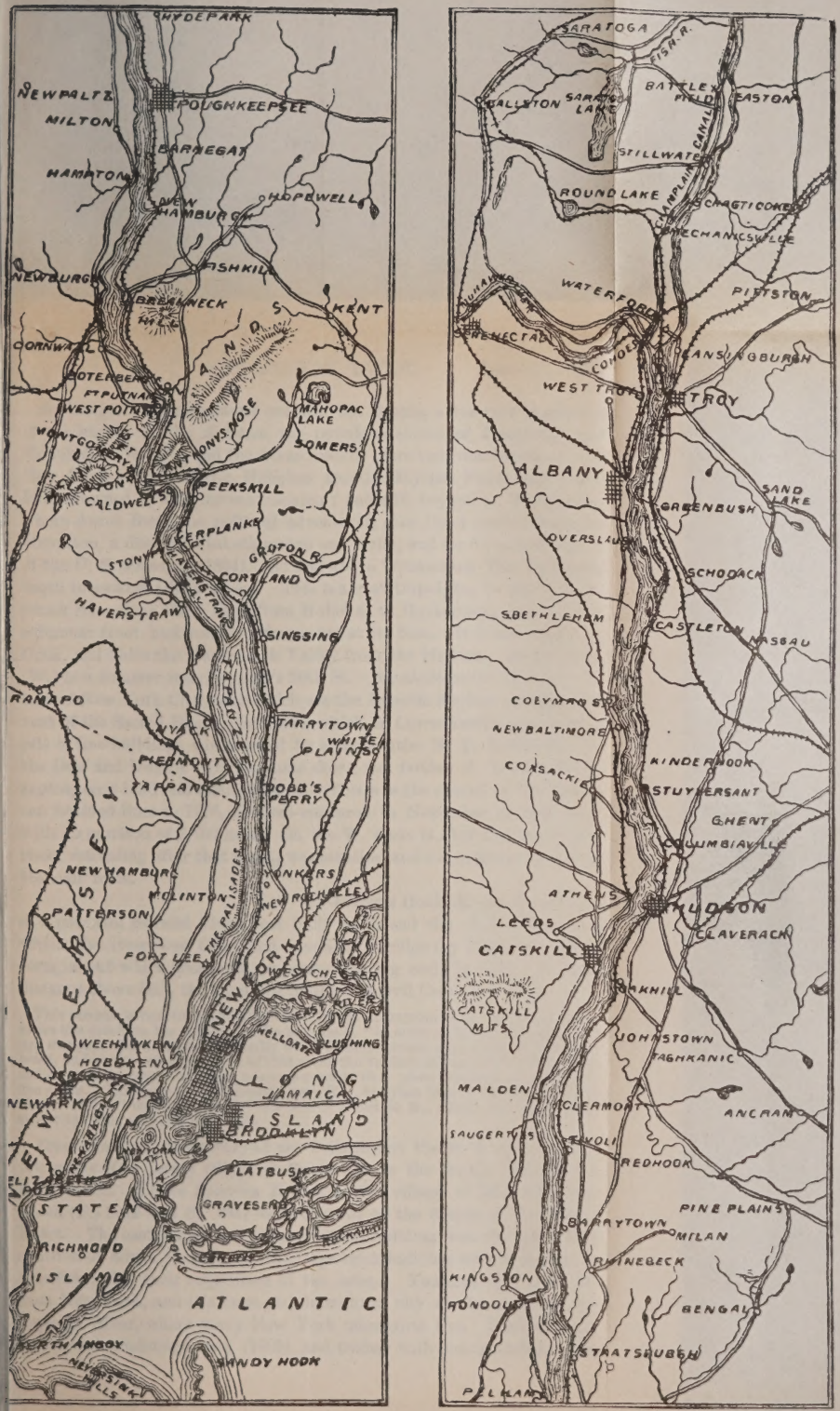
The Day Line steamboats — beautiful and commodious craft — leave the Desbrosses-Street Pier, New York, at 8.40 week-day mornings in summer. They stop at 22d Street at 9; Yonkers, 9.45; West Point, 11.50; Newburgh, 12.25; Poughkeepsie, 1.15; Rhinebeck, 2.10; Catskill, 3.25; Hudson, 3.45; Albany, 6.10.

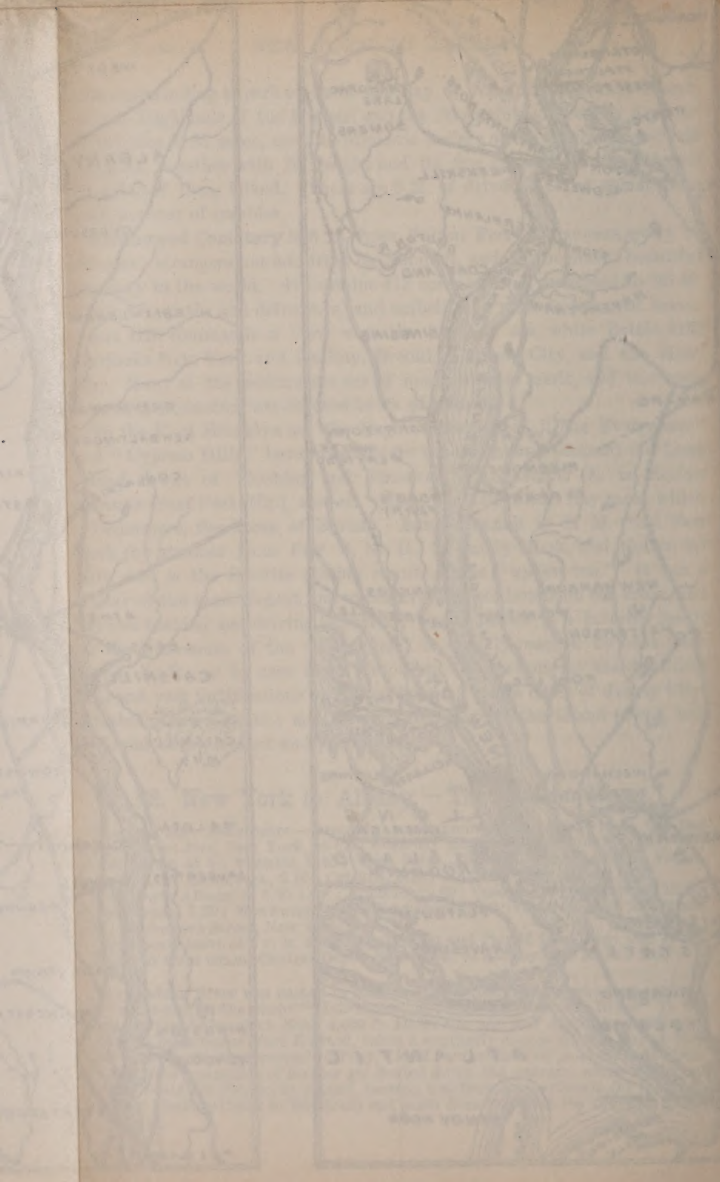
They leave Albany at 8.30 A. M.; Hudson, 10.40; Catskill, 11; Rhinebeck, 12.25; Poughkeepsie, 1.20; Newburgh, 2.15; West Point, 2.50; Yonkers, 4.30; 22d Street, 5.30; Desbrosses Street, New York, 6.

Night-boats leave at 6 P. M. from Canal Street and Pier 46 for Albany and Troy.

Railroad from Grand Central Depot, New York, to Albany, 144 M. in 5 hrs.

The Hudson River was named in honor of the Dutch mariner who first explored it, — ascending in the yacht "Half-Moon" as far as the Mohawk River. It has its rise in the Adirondack Mts., 4,000 ft. above the sea, and after the confluence of several branches at Fort Edward, takes a southerly course to the Bay of New York. Large steamers ascend to Troy, 150 M., and ships can go as far as Hudson, 117 M. Vast quantities of lumber are floated down the stream, while squadrons of canal-boats are frequently passed, bearing coal from Pennsylvania (by the Delaware and Hudson Canal to Rondout) and grain from the West (by the Erie Canal to Albany).


HYDE PARK
NEW PALTZ
POUGHKEEPSIE
MILTON
HAMATON
NEW HAMBURG
HOPEWELL
NEWBURGH
FISHKILL
BEACON
KENT
CORNWALL
HIGHLANDS
WEST POINT
MAHOPAC LAKE
SOMERS
CALDWELLS
PEEKSKILL
STONY POINT
CORTLAND
HAVERSTRAW
SINGSING
RAMAPO
TARRYTOWN
WHITE PLAINS
PIERMONT
TAPPAN
DOBB'S FERRY
NEW HAMBURG
YONKERS
PATERSON
NEW ROCHELLE
FORT LEE
WEST CHESTER
WEEHAWKEN
HOBOKEN
LONG ISLAND
JAMAICA
NEWARK
BROOKLYN
FLATBUSH
GRAVESEND
STATEN ISLAND
RICHMOND
ATLANTIC
SANDY HOOK
SARATOGA
BALLSTON
SARATOGA LAKE
BATTLE FIELD
EASTON
STILLWATER
ROUND LAKE
SCHAGTICOKE
MECHANICSVILLE
WATERFORD
PISTSTON
SCHENECTADY
TROY
WEST TROY
ALBANY
GREENBUSH
SAND LAKE
OVERSLUGH
SCHODACK
CASTLETON
NASSAU
COEYMANS
NEW BALTIMORE
KINDERHOOK
CONSACKIE
STUYVESANT
GHENT
COLUMBIAVILLE
ATHENS
HUDSON
LEEDS
CATSKILL
CLAVERACK
CATSKILL MTS
OAKHILL
JOHNSTOWN
TAGHKANIC
MALDEN
CLERMONT
ANCRAM
SAUGERTIES
TIVOLI
REDHOOK
PINE PLAINS
BARRYTOWN
MILAN
RHINEBECK
KINGSTON
RONDOUT
BENGAL
STRATSBURGH
PELHAM



As the great steamer passes out into the stream, a fine view is afforded of the harbor in the distance, the populous shores of Jersey City and Hoboken on the W., and the dense lines of piers and warehouses on the New York shore. Above Hoboken are the Elysian Fields and Castle Hill, crowned by the Stevens mansion ; and still beyond is *Weehawken*, where Aaron Burr, the political adventurer, shot (in a duel) Alexander Hamilton, a distinguished statesman and jurist, and for 6 years Secretary of the U. S. Treasury (1804). At and above Weehawken **The Palisades** begin to assume a bold aspect. This is a vast trap-dyke, 3-500 ft. high, which runs along the r. bank from Hoboken to Haverstraw, with a lofty, columnar front, and masses of fragments at its base. It is less than 1 M. thick, and hides the Hackensack Valley from the Hudson. *Bull's Ferry* (W.) is a summer-resort opposite 90th St. *Manhattanville* (E.) is a village of New York City, near which are the Lunatic Asylum and the Convent of the Sacred Heart, just above which is *Carmansville*, and a large pile of fine buildings surmounted by a dome (the N. Y. Institution for the Deaf and Dumb). On the same shore, and farther N., is *Fort Washington*, on a bold cliff near 185th St. This was the citadel of the American fortified lines in 1776, but was captured in November of that year, with its garrison of 2,600 men. On the W. shore is *Fort Lee*, whose garrison, retreating after that event, was attacked and cut to pieces by a large Hessian force.

On Jeffrey's Hook (E.) are the remains of a powerful redoubt which was built to defend the obstructions with which the river was filled, and near King's Bridge (by 217th St.) were 3 forts, about which there was desperate fighting early in 1777. A short distance above (E.), the mouth of Spuyten Duyvil Creek is passed.

This stream is named after a legendary Dutch trumpeter who swore he would swim the creek on his mission to the mainland, "in spite of the devil" (*en spuyt den duyvil*). He struggled violently when at mid-stream, gave one long trumpet-blast, and sank. At the mouth of this creek the Indians attempted to board Hudson's vessel (in 1609), but after a severe conflict they were repulsed and driven to the shore. Throughout the Revolutionary War, Spuyten Duyvil was the southern border of the "neutral ground,"—a belt of about 30 M., which was incessantly swept by raids and guerilla bands.

From the high promontory of the Palisades on the W. a road leads to the pretty New Jersey village of *Englewood*, in the fertile valley of the Hackensack. Above Spuyten Duyvil is the village of Riverdale, near which (E.) is *Mount St. Vincent*, a convent of the Sisters of the Sacred Heart. The castellated and towered stone building was the Font Hill mansion of Edwin Forrest, and the large brick building was erected by the sisterhood after their acquisition of the estate. **Yonkers** (E.) is 17 M. from New York, and is a large and flourishing city at the mouth of the Neperan River, where many New York merchants live. Hudson made his second anchorage here (1609), and traded with many Indians who

came aboard his vessel. A naval battle was fought off Yonkers in 1777 between the British frigates "Rose" and "Phœnix" and a flotilla of American gunboats. This district constituted the ancient Philipse estate, the manor-house of which is still standing, and with its broad halls, lofty rooms, wainscoting, and Dutch tiles, has a truly antique air. Part of the manor was built in 1682, and the remainder dates from 1745, all the walls being of stone. Mary Philipse, the beautiful heiress of this estate, was the first love of George Washington, and, although he could not win her, he always remembered her fondly.

A little above Yonkers (on the W.) is the highest point of the Palisades, and soon *Hastings* is seen on the E., a prosperous village whence much Westchester marble is shipped. Here Lord Cornwallis's British army crossed the Hudson, just before Washington's retreat through the Jerseys. 1 M. above (E.) is *Dobbs' Ferry*, an ancient village at the mouth of Wisquaqua Creek, with ruins of old fortifications and a quaint old church. It was named for one Dobbs, a Swede, who kept a ferry here, and some years since a sharp controversy was raised by a well-supported but unsuccessful attempt to change the name to *Paulding*. Opposite this place is *Piermont*, where a pier 1 M. long (near the line between New York and New Jersey) projects from the W. shore to the deep-water channel. A branch of the Erie Railway runs thence to Suffern, 18 M. W. 2 M. from Piermont is the old village of Tappan, where Major André was tried and executed (1780), and the stone house which was Washington's head-quarters and André's prison is still standing. At Dobbs' Ferry begins a lake-like widening of the river called **Tappan Zee** (10 M. long, and 2–5 M. wide). Near *Irvington*, above the Ferry, are several fine mansions, among which is "Sunnyside," the ancient and unique home of Washington Irving. It was built in the 17th century by Wolfert Acker, who inscribed over the door "Lust in Rust" (pleasure in quiet), whence the English settlers called it "Wolfert's Roost." The eastern front is covered with ivy, from a slip which Sir Walter Scott gave Irving at Abbotsford. Above "Sunnyside" is the Paulding Manor, a costly building of marble, in Elizabethan architecture, and still farther N. is **Tarrytown,** an ancient village beautifully situated on a far-viewing hillside. Near this village (the *Terwe Dorp* of the 17th century) is a quiet valley known of old as *Slaeperigh Haven* ("Sleepy Hollow"), which has been immortalized by Irving. Carl's Mill, the Philipse Castle, and the bridge over the Pocantico, are still standing, and so is the old Dutch Church, built in the 17th century with bricks brought from Holland.

A monument marks the place where André was captured. Benedict Arnold, a brave American general, had been court-martialed and reprimanded for certain derelictions in his command of Philadelphia, and his proud spirit felt the sting of disgrace so keenly that he resolved to be revenged on his country. He opened a secret correspondence with the British, and offered to surrender West Point (to

which he had been transferred). Major André, Adjutant-General of the British army, went up the Tappan Zee on the sloop-of-war "Vulture," and landed by night at Stony Point, where he arranged with Arnold for the surrender. But the "Vulture" was forced to retire, and André, attempting to pass by land to New York, was halted in the neutral ground by a squad of irregular militia. He was searched, and the papers and plans of the surrender were found. Arnold escaped to the "Vulture," and became a Brigadier-General in the British army, receiving also $30,000, but André, being proven a spy, was executed amid the sorrow of both armies. He has a monument in Westminster Abbey.

Nyack is opposite Tarrytown, while to the N. is *Sing Sing*, on a pleasant hillside, and near the end of the Croton Aqueduct, which has a fine stone arch here. Near the river are the extensive marble buildings of the State Prison, which were erected by the convicts, and stand in grounds covering 130 acres. The place is usually overflowing with prisoners, who are guarded by sentinels and patrols. Opposite Sing Sing (meaning "Stony Place") is Verdritege Hook or Point-no-Point, on whose upper slope is Rockland Lake, from which New York gets 200,000 tons of ice yearly. Teller's (or Croton) Point, with its rich vineyards, is now approached, and the mouth of *Croton River* is seen. 6 M. up this river is a dam 240 ft. long, 40 ft. high, and 70 ft. thick at the bottom, which forms a lake of 400 acres with 40 ft. of water (500,000,000 gallons). From this point a closed aqueduct of stone and brick carries the water parallel with the Hudson for nearly 40 M. to the great reservoirs in the Central Park, New York. The aqueduct discharges 60,000,000 gallons daily, with a down grade of 13¼ inches to a mile, and the whole work cost $14,000,000.

The Highlands loom up boldly in front as the steamer crosses the beautiful Haverstraw Bay to the village of *Haverstraw* (W.), with the old stone mansion on Treason Hill, where Arnold and André met. Above is a line of limestone cliffs which have produced 1,000,000 bushels of lime yearly. 3 M. above (W.) is the bold and picturesque promontory of *Stony Point*, with Verplanck's Point opposite.

Both these places were fortified early in the Revolution, and were captured by the British army in June, 1779, inflicting a severe blow on the Americans from the loss of such a strategic position. Stony Point was fortified by earthworks and *abatis*, and well garrisoned, yet Gen. Wayne begged permission to attack it, saying to Washington, "General, I'll storm hell, if you'll only plan it." With two small columns of picked men (of the 5th Penn. Infantry), on the night of July 15th, Mad Anthony Wayne carried the fort at the point of the bayonet, under a heavy fire of musketry and grape-shot. Wayne was shot in the head, but, being borne into the captured works, soon recovered, and after cannonading Fort Fayette, on Verplanck's Point, he dismantled and abandoned the fort. The lighthouse stands on the site of the old magazine.

3 M. from Stony Point (W.) is Caldwell's Landing, at the foot of the abrupt and imposing **Dunderberg** (Thunder Mt.), which was anciently believed to be the home of malicious imps who hurled fierce tempests out on the river. Opposite Dunderberg is *Peekskill*, at the mouth of a creek which was ascended long ago by Jan Peek, a Dutch mariner, who was so pleased

with its fertile shores that he named it Peek's Kill, and settled there. Fort Independence crowned the hill above the village during the Revolution, and here Gen. Putnam had his headquarters, and "tried as a spy, condemned as a spy, and executed as a spy," the Englishman, Edmund Palmer (1777). An ancient church (built in 1767) and the venerable Van Cortlandt mansion are worthy of a visit.

Bending to the W. at Peekskill, the Hudson enters that part of its course called the Race, and passes through the beautiful Highlands, which were compared by Chateaubriand to "a large bouquet tied at its base with azure ribbon." From Peekskill to Newburgh the steamer passes through a panorama of river-scenery unexcelled in the world. Dunderberg on the l. confronts on the r. *Anthony's Nose.*

This bold hill (1,128 ft. high) is named after Anthony Van Corlear, Gov. Stuyvesant's trumpeter. "Just at this moment the illustrious sun, breaking in all his splendor from behind one of the high cliffs of the Highlands, did dart one of his most potent beams full upon the effulgent nose of the sounder of brass. The reflection of which shot straightway down, hissing hot, into the water, and killed a mighty sturgeon that was sporting beside the vessel. When this astonishing miracle came to be made known to Peter Stuyvesant (the governor), he, as may well be supposed, marvelled exceedingly; and as a monument thereof, gave the name of Anthony's Nose to a stout promontory in the neighborhood."

Above Anthony's Nose is the romantic Brocken Kill, while opposite is the grape-abounding *Iona Island.* Nearly opposite is the old Poplopen Kill, with some remnants of *Forts Montgomery* (N.) and *Clinton* (S.), on the promontories at its mouth. These works, together with a massive chain and boom across the river, defended by a fleet of gunboats, were intended to close the Hudson against the British. But Sir Henry Clinton advanced in Oct., 1777, marching over the Dunderberg, and after a sharp skirmish at Lake Sinnipink (still called Bloody Pond) his forces invested the forts. After a long struggle in the fog, during which the British fleet moved up the river, the overpowered garrisons gave way and fled to the hills, having lost 300 men. The American gunboats were then destroyed by their crews, and the British broke away the chains and obstructions in the river (which had cost Congress $250,000).

The Hudson now turns to the N., and Highland Falls are soon seen on the l., near which is the fashionable and favorite *Cranston's Hotel.* 1 M. above is the U. S. Military Academy at **West Point.** This place was fortified by Parsons's Conn. brigade in 1778, and was then called "the Gibraltar of America." Washington recommended the location of a national school here, and in 1812 the school was established, since which the officers of the regular army have been educated here. There are barracks for the 250 Cadets, with riding-school, chapel, hospital, &c. The academy building is an extensive stone structure, in Gothic architecture. There are various trophies (of artillery, &c.) about the grounds, and a library of 40,000 volumes. Kosciusko's Garden is a

beautiful hanging garden approached from the plain by Flirtation Walk, and containing a marble monument to the heroic Polish chieftain, who was wont to read and meditate here. Near the head of Flirtation Walk is a monument to the troops who were massacred in the Everglades of Florida, in 1835. *Fort Putnam* is on the summit of Mount Independence, and commands fine views from its ancient and ruinous bastions. The *Siege Battery* is a practical work near the river. The Cadets are chosen by the National Congressmen and, after remaining here four years, enter the U. S. Army as second-lieutenants. *Craney's Hotel* ($4 a day) is close to the camp, where the cadets encamp in July and August.

Opposite West Point is Sugar Loaf Mt., under whose shadow is the Robinson House, Arnold's head-quarters, and the Beverly Dock, whence he escaped to the "Vulture." Passing Constitution Island, on the E. is seen *Cold Spring*, a pretty village near which is "Undercliff," the former home of the poet Morris. *Mt. Taurus* looms up on the r., and is named from a certain wild bull who was once the terror of the countryside, until he was hunted out and broke his neck on the next hill (N.), since called Breakneck Hill (1,187 ft. high). On the W. bank, just above West Point, is *Cro'-Nest* (1,418 ft. high), which is separated from **Boterberg** by the picturesque Vale of Tempe, where some part of the scene of "The Culprit Fay" is laid. Boterberg (otherwise called Butter Hill and Storm King) is a bold and imposing mountain 1,529 ft. high, at whose northern slope is the pretty village of Cornwall. "*Idlewild*," the home of N. P. Willis, is near Cornwall, beyond which the decadent village of New Windsor is seen.

Newburgh (*Orange Hotel*) is a busy city of over 24,000 inhabitants, built on the steep slope of a high hill, and showing finely from the river. There are many pretty villas on the heights, and a few very neat churches, while the water-front is lined with warehouses. The city has some manufactories, and a considerable country trade, while immense quantities of coal are brought here from Pennsylvania, and shipped to all parts of the Hudson Valley. A noble memorial arch overlooks the river from near Washington's headquarters, and shelters a statue of Washington.

S. of Newburgh is the old Hasbrouck Mansion, an antique stone house which was Washington's head-quarters in 1783, while the Continental army was encamped here to watch the British at New York. Certain high officers of the army, doubting the feasibility of a republic, circulated an address to that effect, and (indirectly) offered to make Washington King of America. The noble Virginian spurned the proposal, and after he had delivered an earnest address to a council of officers they resolved unanimously, "That the officers of the American army view with abhorrence, and reject with disdain, the infamous proposition contained in a late anonymous address to the officers of the army."

A steam-ferry crosses the river from Newburgh to Fishkill-on-the-Hudson, on a fertile plain N. of the S. Beacon Hill (from which noble views are afforded). The manufacturing village of Matteawan is about 1½ M.

distant, and the ancient Dutch town of Fishkill is 5 M. to the E. 2 M. N. E. of the river village (the Landing) is the Verplanck House, once the head-quarters of Baron Steuben, and the place where the Society of the Cincinnati was formed (in 1783). As the steamer passes N., there are fine retrospects of Boterberg, Breakneck Hill, and the Matteawan and Shawangunk Mts. On the W. bank, opposite the village of Low Point, is a rocky platform which was named "the Devil's Dance-Chamber" by Hendrick Hudson, after seeing there a midnight pow-wow of painted Indians.

But Knickerbocker, describing Gov. Stuyvesant's voyage, says, "Even now I have it on the point of my pen to relate, how his crew was most horribly frightened, on going on shore above the Highlands, by a gang of merry, roystering devils, frisking and curveting on a huge flat rock which projected into the river, and which is called the *Duyvell's Dans Kamer* to this very day."

New Hamburg, and Barnegat (on the E. shore), Hampton, Marlborough, and Milton (on the W. shore), are small river-villages, which are passed during the next 15 M. **Poughkeepsie** (*Morgan House*) is a city of 23,000 inhabitants, situated on the E. bank, 75 M. from New York. It was settled by the Dutch in 1698, and its name is derived from the Indian Apokeepsing ("safe harbor"). It is situated on a plateau above the river, and has some good public buildings and famous schools, with a large and lucrative country trade from the rich farm-lands of Dutchess County. About 2 M. from the city (horse-cars run all the way) is **Vassar College,** the largest and most renowned female college in the world. It occupies a range of imposing buildings secluded amid extensive grounds, and has about 400 students, who pursue the higher classical and scientific studies, and receive degrees in due form. Among the distinguished residents of Poughkeepsie were Benson J. Lossing, the historian; A. J. Davis, the head of the Spiritualist sect (sometimes called "The Poughkeepsie Seer"); and Prof. S. F. B. Morse (died in 1872), one of the originators of the electric telegraph.

New Paltz is opposite Poughkeepsie, and 5 M. above (E.) is the handsome village of *Hyde Park*, named after Sir Edmund Hyde, a near relative of Queen Anne, who was an early Governor of New York. This land was bought and named by his private secretary. The village is near a sharp bend in the river, called by Dutch "Krom Elleboge" (crooked elbow), and now known as Crom Elbow. 1 M. above is "Placentia," the former home of James K. Paulding, the essayist and satirist, and Secretary of the U. S. Navy (1839–41). The river-banks are now low and unpicturesque, but an air of rich rural peace pervades the country-side, and handsome villas are seen on the banks. Astor's mansion (W.), Esopus Island, and Staatsburg (E.) are passed, with the majestic blue peaks of the Catskills drawing nearer on the N. *Port Ewen* and *Rondout*, on the W., are busy towns, with large foreign populations engaged in the manufacture of cement and the transfer of coal, which is brought here in im-

mense quantities over the Delaware and Hudson Canal. 2 M. inland, on Esopus Creek, is *Kingston*, which was settled by the Huguenots in 1665, and was sacked and burned by Gen. Vaughan, with 3,000 British troops, in 1777. The first constitution of New York was formed in a legislative session at Kingston (1777), and here Vanderlyn, the artist, was born (1776). Opposite Rondout is Rhinebeck-on-the-Hudson, 2 M. from the old village which was founded by William Beekman in 1647. He came from the Rhineland, and named his settlement for himself and his old home river. S. of the Landing is "Wildercliff," the former estate of the eminent Methodist, Freeborn Garretson. Above this place is "Ellerslie," the home of the Hon. Wm. Kelly (the estate fronts for 1½ M. on the river), while near the Landing is the old fortress-mansion of the Beekmans (built of stone, in the 17th century). Above Rhinebeck is "Rokeby," Astor's residence, which was built by Gen. Armstrong, Secretary of War, 1813–14; and "Montgomery Place," the Hunts' mansion, built by Gen. Montgomery's widow (a Livingston). Above Barrytown is the estate of "Annandale," and in the groves of Cruger's Island (near the W. shore), is a picturesque and truly ancient ruin, which was imported from Italy some years since. Near Annandale is an elegant little chapel, and *St. Stephen's College* (Episcopal), endowed by Mr. Bard, the owner of the estate. *Barrytown* and *Tivoli* are the landings for the antiquated inland towns of Lower and Upper Red Hook. Opposite Tivoli (which has the old De Peyster Mansion) is the flourishing factory-village of *Saugerties*, at the mouth of Esopus Creek, and 2 M. above is *Malden*. Opposite Malden is **Clermont**, the home of the patrician family of Livingston (descended from the Earls of Linlithgow), which has had such great influence in New York State. The old manor was above Germantown, and Chancellor Livingston built a new one on the site of Clermont, but Vaughan's British raiders destroyed both houses (in 1777). New ones were soon erected, and the Chancellor, being appointed Ambassador to France, met Robert Fulton in Paris, and became deeply interested in the new theories of steam navigation. In 1787 John Fitch built and worked a steamboat at Philadelphia, and in 1789 one had been operated on the Clyde (near Glasgow), but both inventors had given up the idea of the feasibility of steam navigation. In 1807 Livingston and Fulton built a steamboat in New York, called the "Clermont" (but popularly termed "Fulton's Folly"), which ascended the Hudson to Albany in 32 hours, to the great amazement of all the people.

The Catskill Mts. are now seen in the W., with the famous Mountain House far up on one of their peaks, white as a snow-drift. From the village of *Catskill* (with its superb Prospect Park Hotel overlooking the river) travelers reach the **Mountain House**, passing through Sleepy Hollow, where Rip Van Winkle is said to have taken his 20 years' nap. The Mountain House is near the edge of a cliff, 2,212 ft. above the river, and commands a ** view extending over 10,000 square miles, embracing parts of four States, 60 M. of the Hudson Valley, the

distant cities of Albany and Troy, and the surrounding peaks of the Catskills. The South and North Mts., the Two Lakes and the High Falls, and the Stony, Kauterskill, and Plattekill Cloves (notches) should be visited. There are other hotels among the mts., and fine fishing is found on the remote streams. The small village of *Palenville* has several boarding-houses, much visited by artists. Amid this scenery lived and labored Thomas Cole, the painter of the three series of impressive allegorical pictures representing "The Course of Empire," "The Voyage of Life," and "The Cross and the World." (The latter was left incomplete at his death.)

4 M. above Catskill, on the E. bank, is **Hudson** (*Worth House*), a handsome city on a high promontory, with a fine river-side avenue called the Promenade, leading to the top of Prospect Hill (200 ft. high) which looks over on the Catskills. The city was founded by 30 Quakers from Providence, in 1784, and now contains 10,000 inhabitants. It is at the head of ship navigation, and is the terminus of the Hudson and Boston Railroad (to Chatham). The marble Court-House of Columbia County is located here, and there are several very neat churches in the city. 4 M. N. are the *Columbia Sulphur Springs*, with a large hotel and a picturesque lake, while New Lebanon (see page 146) is often visited from this point. A steam-ferry leads from Hudson to the small village of *Athens*, whence a branch of the N. Y. Central Railroad diverges to Schenectady. 4 M. N. is Four Mile Point, with its lighthouse, opposite Stuyvesant Landing, 5 M. from Kinderhook, where Martin Van Buren, 8th President of the U. S., was born, and where he died, on his estate of "Lindenwald." *Coxsackie* is a rambling village on the W. shore, and New Baltimore and Schodac are soon passed. Above New Baltimore and near the W. shore is Beeren Island, on whose rocky summit once stood the castle of Rensselaerstein, pertaining to Killian Van Rensselaer, the Patroon of Albany. The Helderberg Mts. are seen in the W. as the steamer passes Coeyman's; Castleton is then passed, on the E.; the immense and costly national dikes are seen stretching along the shore; and the populous hills of Albany are rapidly approached.

Albany (**Delavan House; Kenmore; Stanwix Hall*), the capital of New York, is a prosperous commercial city at the confluence of the Erie and Champlain Canals and the Hudson River, 144 M. from New York City. It has over 95,000 inhabitants, and is famed for its extensive breweries and cattle-yards, while the workshops of the N. Y. Central Railroad employ over 1,000 men. Vast quantities of Western produce pass to and through Albany by means of the Erie Canal, which has here a great terminal basin shielded by a breakwater 80 ft. wide and 4,300 ft. long. The Susquehanna R. R. (from Binghamton; 142 M.), the N. Y. Central R. R. (from Buffalo — 297 M. — and the West), and the Rensselaer and Saratoga R. R. (from Saratoga, Rutland, and Lake Champlain) converge here from the W. and N., and are united by 2 double-tracked bridges of stone and iron ($\frac{3}{4}$ M. long; costing $2,500,000) to the great railway lines running S. and E. beyond the Hudson. The city has a commanding

situation, and contains many fine public buildings, chief among which is the new * **Capitol**, the largest and most expensive granite building on the continent. Begun in 1869, it has already cost $19,000,000, and will cost $5,000,000 more. It is of Renaissance architecture, 300 by 400 feet in area.

The Senate Chamber (finished in marble) is not equalled outside of Venice. Another much admired building is the new City Hall, one of Mr. H. H. Richardson's happiest efforts. This is on the same square with the Capitol. The Catholic Cathedral of the Immaculate Conception is a costly building, with handsome stained-glass windows. A still more elaborate and expensive cathedral for the Episcopal Diocese has just been begun. The State Museum of Natural History, in Geological Hall, attracts many visitors, who are admitted free. One of the pleasantest features of Albany is its Park (take State-St. or Hamilton-St. horse-cars), ½ M. S. W. of the Capitol, 80 acres admirably laid out in drives, walks, groves, flower-beds, etc. The *Rural Cemetery*, 4 M. N., should also be visited, if only to see the famous statue of the Angel of the Sepulchre, by E. D. Palmer. The Medical College, the College of Pharmacy, and the Law School are branches of Union University. The leading industries are stove-making and brewing. There are also large lumber and cattle markets. 9 daily newspapers are printed here. (For additional particulars consult the Albany Hand-Book.) The spacious Gothic Church of St. Joseph, on Ten-Broeck St., is worthy of inspection. The *State Arsenal* is a strong castellated building on Eagle St., near some handsome churches. 1½ M. S. W. of the city are the buildings of the Almshouse, Insane Asylum, Fever Hospital, and Industrial School, all on one large farm. On a hill in the N. part of the city, is the *Dudley Observatory*, richly endowed by Mrs. Dudley, and furnished with a costly collection of astronomical instruments and books. In the same part is the Van Rensselaer Manor House and its park, an interesting old building on the site first occupied by Kilian Van Rensselaer, Patroon of Beverwyk. His grandfather received from the Dutch king, in 1637, a patent, covering about 1,150 square miles, embracing most of the present counties of Albany, Rensselaer, and Columbia, and here he ruled in feudal state. The family has ever since remained powerful and wealthy. The Schuyler House is another ancient mansion above the city, which was built by Col. Peter Schuyler, a distinguished colonial leader in the 17th century.

Albany was founded by the Dutch in 1614, and in 1623 a fort was built and named Fort Orange. The settlement was called Beverwyk, or Williamstadt, and in 1664, when the British took the place, it was named Albany in honor of the British crown-prince, James, Duke of York and Albany. It was then surrounded by timber-walls, with six gates, parts of which were standing in 1812. In 1686 the city was chartered, and in 1798 it became the capital of the State. A provincial congress, which met here in 1754, formed such a plan of union for the colonies that concerted action was possible when later events required it. Since the construction of the Erie and Champlain Canals and the great systems of railroads which converge here, Albany has continued to increase in wealth and prosperity.

53. Albany to Montreal.

By the Rensselaer and Saratoga Railroad, running N. from Albany to Saratoga Springs, Whitehall, and Rutland. (See also page 360.)

Soon after leaving the city, the Rural Cemetery is passed, and the train reaches *W. Troy*, the seat of the National Arsenal of Watervliet, with its 30 buildings and 100 acres of grounds. On the E. is seen **Troy** (*American House; Mansion House*), a flourishing city of nearly 70,000 inhabitants, situated on an alluvial plain 6 M. N. of Albany. It is an important railroad-centre, and has many large manufactories (iron foundries, cotton and woollen goods, cars, Bessemer steel, &c.) fronting on the Hudson. The Troy Hospital, Marshall Infirmary, Orphan Asylums, and Warren Free Institute are the principal charitable foundations; while the Rensselaer Polytechnic Institute and other fine academies attest the intelligence of the citizens. The streets are wide and well paved, and the marble Court House and the fine churches (notably those of St. Paul and St. John) are worthy of attention. The city is built near the mouth of the Poestenkill, and is overlooked by Mounts Ida and Olympus. St. Joseph's Seminary is upon the heights, and is a Catholic institution of high grade and wide reputation. Troy was founded by men of New England, and became a city in 1816. In 1862 full forty acres of its settled portion was burnt over, causing a loss of $3,000,000.

Beyond W. Troy the train passes *Cohoes*, a large manufacturing town at the Falls of the Mohawk River, 3 M. above which the Erie Canal crosses the river in a stone aqueduct 1,137 ft. long, resting on 26 piers. The train now crosses the Mohawk, and follows the r. bank of the Hudson to Mechanicsville, where it turns to the N. W. Stations, *Round Lake* (near the celebrated Methodist camp-ground) and *Ballston*, whose mineral waters were formerly much visited. There are several fine springs, the most valuable of which is known as the Lithia Spring. 7 M. beyond Ballston the train reaches the village of

Saratoga Springs.

Hotels. — The United States ($5 a day), on Broadway, has 1,100 spacious rooms, and cost $1,000,000. The Grand Union ($4) and Congress Hall ($3.50) are immense hotels, on Broadway. The Clarendon ($3 to $4) and Windsor are also near Congress Park. The Kensington, Huestis ($15 to $21 a week), Congress-Park ($12 to $20 a week), Albemarle, Elmwood, Washburne, Worden, American, National, Spencer, Adelphi, Aldine, Everett, Mansion, Continental, and Linwood. Dr. Strong's, Dr. Hamilton's, Circular-Street House, and the Homœopathic Sanitarium. There are many other public-houses in the village, together with several great water-cure establishments under the care of experienced doctors, and many quiet and inexpensive boarding-houses. The charges at the principal hotels are $4.50 to $6 a day, or $25 to $35 a week, while every variety of price and accommodation may be found among the smaller hotels. Pleasant quarters may be found in the boarding-houses for from $10 to $20 a week.

Carriages. — 50 c. each passenger for a course within the bounds of the village (baggage extra). A coachman and span may be hired for $75.00 a month.

Amusements. — The Opera House, attached to the Grand Union House, seats 1,500 persons. There are nightly hops in the elegant ball-rooms attached to the three chief hotels, and grand balls once a week at each of these houses. Guests pay $1 for admission to the balls, which are the most brilliant on the continent. The Races come off in July and August (second week), on one of the best of the American race-courses (1 M. from Congress Spring). The swiftest horses are entered at these famous contests, and some of the most remarkable races of the past decade have taken place here. Music is discoursed by bands connected with the hotels, several times daily, and promenades take place in the parks, parlors, and piazzas.

Churches. — The Methodist and the Episcopal Societies have fine buildings on Washington St., near the Grand Union. The Baptist Church is on the same street, and the Presbyterian Church is on upper Broadway. The Catholics meet at their church on S. Broadway (near the Clarendon), and the Congregationalists meet on Phila St. (over the Post-Office). The Y. M. C. A. reading-room and hall are in the Town Hall (corner of Broadway and Church St.).

Omnibuses run frequently to the springs beyond the village limits, and to Saratoga Lake. A small steamer plies on the lake.

Railroads. From Boston to Saratoga by Routes 22 and 53; by Route 25; (the favorite route, through trains in 7 hrs.). From New York by through express (without change) on the Hudson River Railroad, in 5½ hrs. (186 M.); or by Route 52 to Albany, and thence by Route 53. Saratoga is 38 M. from Albany; 274 M. from Philadelphia; 412 M. from Washington; 841 M. from Chicago; 392 M. from Quebec; 311 M. from Niagara; 45 M. from Lake Champlain; and 2,292 M. from New Orleans. The Adirondack Railroad (station on Washington St.) runs N. from Saratoga to North Creek (57 M.).

Saratoga Springs, one of the foremost of the summer-resorts of America and of the world, is situated in Eastern New York, about midway between Albany and Lake George. Like Newport by the sea, it is often called "the Queen of American watering-places," and this dual sovereignty is generally acknowledged. The village is situated on a plateau a few M. W. of the Hudson River, and has a resident population of 13,000. The hotel system of Saratoga is unrivalled elsewhere in the world, and although equal to the accommodation of 18,000 guests, it is taxed to its utmost capacity during the month of August (the season opens early in June). Broadway is the main street, and extends for several miles, with the chief hotels near its centre and a succession of costly villas beyond. Circular St. and Lake Ave. are also famed for their elegant summer-residences, while large medical establishments and boarding-houses are found on the quieter side-streets. The village is at its brightest in August, when it is thronged by visitors from all parts of the republic and from Europe, while over 3,000 private carriages, together with the cavalcades from the public livery-stables, join in the parade of fashion on Broadway and the Boulevard. Although the greater part of the visitors come from the central Atlantic States, the number from beyond that district is still so great as to give a continental or even a cosmopolitan flavor to the summer society. The merry music of the bands, the regular pro-

cessions of elegant carriages on the favorite drives, the crowds gathering about the springs at the fashionable hours for drinking, the brilliant hops and the world-renowned balls at the grand hotels, and the surging of the multitude toward the railroad station at the time of the incoming trains, furnish endless resources for observation and amusement.

Congress Park is a pleasant ground for a ramble, and consists of a low ridge sweeping around the Congress and Columbian Springs. It is opposite the chief hotels, and is well laid out in paths, and adorned with many of the great elms which are the only natural beauties to be found in Saratoga. N. of the Park is the *Indian Camp*, where a band of French half-breeds and Indians encamp during the summer, carrying on a lucrative trade in bead-work, baskets, moccasins, and other small-wares. The Circular Railway is near the camp, and is supposed to afford visitors a beneficial exercise. A little way beyond the camp (on the r. side of Circular St.) is the popular Temple Grove Seminary, whose fine building is used during the summer as a boarding-house for families. On the same street, and just beyond the Seminary, is the Drs. Strong's Institute (100 guests) for the practice of the water, vacuum, and movement cures. About 1 M. N. of the Park (on Broadway) is the race-course and hotel at *Glen Mitchell*, with finely arranged grounds and shady groves.

The mineral springs rise in a stratum of Potsdam sandstone near a great break or fissure in the strata underlying the Saratoga Valley, and reach the surface by passing through a bed of blue clay. Most of the springs are owned by stock companies, one of which has a capital of $1,000,000, and controls the Congress, Columbian, and Empire Springs. The process of boring artesian wells has been introduced with much profit, and some of the most valuable of the new sources have been discovered in that way. Immense quantities of the waters are sent away to all parts of the United States, for the treatment of invalids at home, though the process of bottling and packing is difficult and costly. In the year 1866, 360,000 bottles were sent away from the Empire Spring alone. The principal ingredients of the waters are carbonic-acid and salt, with bi-carbonates of lime, magnesia, soda, iron, and lithia, of which the varying proportions cause the peculiar characteristics of the different springs. The visitor may freely drink at any of the sources, the water being dipped up by boys (to whom a small gratuity is sometimes given). The cathartic waters should be taken before breakfast, three glasses being a fair quantity; the alterative waters should be taken in small quantities throughout the day; the tonic (iron) waters must be drunk after midday; and the diuretic waters should be taken before each meal.

The **Columbian Spring** is in Congress Park, near the Congress. It was discovered in 1806, and is the favorite among the residents of the village. This water contains a perceptible amount of iron, with considerable carbonic-acid gas, and acts as a decided tonic and diuretic.

The **Congress Spring** is pleasantly situated in Congress Park, and close to Congress Hall. It was found by a party of hunters in 1792, and was so named because there was a Congressman among their number. It was soon after choked by unskilful tubing, and was found again in 1804. The exportation of the water began in 1823, and now it has a continental fame, and is also sold in Europe. It contains in each gallon 400

grains of chloride of sodium, 143 grains of bi-carbonate of lime, and 122 grains of bi-carbonate of magnesia, with 36 grains of other elements. This water is cathartic and alterative, and is beneficial in diseases of the liver and kidneys. More of it is drank than of the water of any other American spring, and its vicinity is thronged every bright summer morning with health-seekers from the hotels.

The **Washington Spring** is in the Recreative Garden of the Clarendon Hotel (across Broadway from the Columbian). It was opened in 1806, and while being renovated and shafted in 1858 a great flood of water and gas burst forth into the subterranean tunnel, and forced the workmen to flee for their lives. This is the most pleasant water in the valley, and has a taste of iron, with strong tonic properties. It is sometimes called "the Champagne Spring," and is situated among stately pine-groves.

The **Crystal Spring,** was discovered in 1870. It is tainted with sulphuretted hydrogen, and is alterative in its effects. The *Hathorn Spring* is opposite Congress Hall, on Spring St. It was discovered in 1868, and is a very powerful cathartic. Each gallon contains 510 grains of chloride of sodium, 171 grains of bi-carbonate of lime, and 176 grains of bi-carbonate of magnesia, besides an extraordinary amount of lithia. The *Hamilton Spring* is near the Hathorn, and back of Congress Hall (corner Spring and Putnam Sts.). It is diuretic and cathartic in its operation, and is mainly used for diseases of the kidneys. The *Putnam Spring* is on Phila St., near the Post-Office, and is tonic in its effects.

The **Pavilion Spring** is in a pretty park on Lake Ave., very near Broadway. It was tubed in 1839, and has a wide reputation for its cathartic properties and its efficacy in dyspepsia and bilious complaints. Of late years it has improved in quality and in popularity. The **United States Spring** is under the same beautiful colonnade, and is tonic in its properties, while from its sparkling character it is used for giving life and flavor to still wines.

The sources previously mentioned are near each other, in the centre of the village. The Seltzer, High Rock, Star, Empire, Red, Excelsior, and Eureka are in a long line in the N. part of the village. The **Seltzer Spring** is on the old Willow Walk, not far N. of the Pavilion. This is the least saline of the Saratoga waters and closely resembles the Nassau Spring of Germany. It bubbles up through a high glass-tube, agitated now and then by the passage of carbonic-acid gas, It is a pleasant and invigorating beverage.

The **High Rock Spring** is about 150 ft. from the Seltzer, and is the oldest known of the springs. In 1767 a party of Indians brought Sir Wm. Johnson thither on a litter, and after spending some weeks here drinking the medicinal waters, he was cured. The water rises in a cylindrical

opening in a rock of conical shape, 3½ ft. high and 24 ft. around, — a natural curb of tufa which has been formed by the mineral deposits from the spring. The water is decidedly saline to the taste.

The **Star Spring** (formerly called the Iodine) is near the High Rock. This is the favorite mineral water in New England, and vast quantities of it are shipped in kegs and bottles. It is cathartic in effect, and acid in taste, and is beneficial for rheumatism and cutaneous diseases.

The **Empire Spring** is N. of the Star (at the head of Circular St.). It very much resembles the Congress water in its constituents and effects (cathartic). The *Red Spring* is just beyond the Empire (on Spring Ave.) This water is chiefly (and extensively) used as a wash, and is especially efficacious in diseases of the skin and the blood. Dyspepsia is benefited, and salt rheum is cured by this agency. The *"A" Spring* (on Spring Ave., beyond the Red) is becoming popular as a cathartic agent, having, moreover, a pleasant taste.

The **Excelsior Spring** is nearly 2 M. N. E of Congress Park, and is reached by Spring Ave., or by a forest-path turning off from Lake Ave., and leading through beautiful woodland scenery. The Excelsior water is pleasant to the taste, and mildly cathartic in its operations. Near this place are the Minnehaha, Union, and other sources, forming a group called the Ten Springs. The **Eureka Spring** is reached by following the park-like valley for a few rods beyond the Excelsior. It is situated amid charming forest scenery, and is gaining popularity as a cathartic agent, beneficial for cases of dyspepsia, and liver and stomach diseases. Near this place is the White Sulphur Spring, with a copious flow of water charged with sulphuretted hydrogen. This is one of the best hepatic springs in the State, and is efficient in many affections of the glands, skin, stomach, &c. It is taken internally and externally, — the latter at the bath-houses (50c. a bath) in the vicinity. These springs are reached from the Eureka-Springs station, on the Saratoga-Lake Railroad.

In this same vicinity, near Geyser Lake, is the **Champion Spouting Spring,** a very strong water, containing much carbonic-acid gas, and pouring out in snowy foam. The Geyser-Lake region also contains the *Kissengen Spouting Spring*, the *Triton Spring*, and the *Saratoga Vichy Spring* (alkaline).

The **Geyser Spouting Spring** is 1½ M. S. of Saratoga. It was discovered in 1870 by boring a well 140 ft. deep, and the water jets up for over 25 ft., being impelled by carbonic-acid gas. This is the coldest of the waters of Saratoga, and has a larger amount of mineral matter than any other. It is strongly cathartic, and is lively and pleasant to the taste. Between the Glacier and the Geyser is the *Ellis Spring* (chalybeate).

Saratoga Lake is about 4 M. from the village, and is reached by the

favorite drive called the Boulevard (entered by following the street which lies between Congress Hall and the Park). This road passes near the race-course and the trout-ponds. Saratoga Lake is 8 M. long and 2–3 M. wide, and furnishes good fishing and boating. The scenery is tame, although the views from Chapman's Hill (1 M. from the Lake House) and Wagman's Hill are pleasing. *Lake Lovely* is a sequestered pond among the hills near the Boulevard. It is a favorite place for picnics, and has some fine woodland scenery.

Lake Luzerne is 22 M. N. of Saratoga (by the Adirondack Railroad), and is a picturesque sheet of water with two good hotels (Rockwell's and the Wayside). The railroad exhibits some remarkable engineering and steadily rising grades, while the lake affords good fishing and boating. Stages run from Luzerne to Caldwell (10 M.).

The battle of Stillwater was fought on Bemis Heights, about 15 M. S. E. of the Springs, and 2 M. from the Hudson River. Gen. Burgoyne marched south from Canada in June, 1777, with a well-appointed British army, strengthened by German, Canadian, and Indian auxiliaries. This force was to meet another British army advancing from New York, somewhere on the line of the Hudson, and thus cut the rebellious colonies in two, to be subdued in detail. Burgoyne took Fort Ticonderoga, July 6, and lost a large detachment of his best German troops, who were cut off by the Vermonters at Bennington, Aug. 16. On Sept. 14 the British crossed the Hudson and encamped at Saratoga, near the American army. Burgoyne made an attack the next day on the lines at Bemis' Heights, which had been fortified by Kosciuszko, but after a long and indecisive battle, was forced to suspend his southward march. He fortified his camp, and waited for Sir Henry Clinton's army to achieve its northward march and rescue him. His supplies and outposts were cut off daily, and, on October 7, he advanced for another battle. Morgan's Virginians attacked his right, the 8th, 9th, and 10th Mass. under Gen. Poor, were led against his left, while other troops fell on his front. The British retreated, leaving their artillery, and the Americans stormed the fortified camp after desperate fighting. Burgoyne fell back on his old camps by Fish Creek, but Gen. Fellows, with a New England brigade and batteries, prevented his crossing the river, while Gates with 12,000 Continental troops and New York militia faced him on the S. His provisions gave out, the camp was incessantly cannonaded by the American batteries, and Clinton's army had failed to connect, so, on Oct. 16, the British army, consisting of 5,791 men, with 42 cannon, and all their stores, surrendered to Gen. Gates. They were held as captives until the close of the war (over 5 years), first at Cambridge, Mass., and afterward at Charlottesville, Va.

A railway (round trip $1) runs 7 M. N. to **Mount McGregor** (*Hotel Balmoral*), 800 ft. above Saratoga. In a cottage on this summit Gen. Grant died. A railway runs to **Saratoga Lake** (*Moon's Lake House*, famous for game dinners and fried potatoes), connecting with a steamboat to the White Sulphur Springs and Park. A branch line reaches *Schuylerville*, near the scene of the battle of Saratoga, where a majestic monument has been erected. Tally-ho stages run from Saratoga to Woodlawn Park (Judge Hilton's estate) and Saratoga Lake (round trip, $1).

The Rensselaer and Saratoga Railroad runs N. E. from Saratoga, by *Gansevoort* and *Moreau* to *Fort Edward*, on the Hudson (two hotels). This place was fortified in 1709, and in 1755 Fort Edward was built at the confluence of a broad creek with the river. The ramparts were 16 ft. high and 22 ft. thick, and were provided with 4 bastions and bordered by a broad wet ditch. It was a very important station on the old military road to the N., and in 1777 was held by 5,500 Americans, who retired before the advance of Burgoyne. About this time the beautiful Jane McRea was

murdered by Indians, near the village, under circumstances which have caused her story to become one of the saddest in the New World history.

Passengers who wish to go to Lake Champlain direct, continue on the train for 20 M. farther, passing up the valley of Wood Creek to Whitehall. In going toward Whitehall the Fort Ann Mts. are seen on the l., and the course of the Champlain Canal is followed. Fort Ann Village is on the site of an old colonial fort, near which Putnam and 500 Rangers were defeated by the French partisan Molang, with a large French and Indian force. The Rangers suffered fearfully, and Putnam was captured. In 1777 the Americans attacked the 9th line regiment of the British army, in a ravine now traversed by the railroad (¾ M. N. of the station), but after an obstinate engagement the assailants were forced to withdraw. **Whitehall** (*Yule Hotel*) is a prosperous lumbering village, situated in a rugged ravine under Skene's Mt. It was settled by Col. Philip Skene in 1765, and a large stone mansion and military works were erected. It was captured by Herrick and the Green Mt. Boys in 1775, and in 1779 was confiscated by the State of New York, on account of Skene's adhesion to the king. the British fleet here engaged the Americans flying from Ticonderoga, July 7, 1777, destroyed several galleys, and took 128 cannon and a vast amount of supplies. The name of "Whitehall" was adopted in place of Skenesborough, and in 1812 the place was well fortified. In 1814 Macdonough's fleet, with the British squadron which it had taken in the naval battle at Plattsburg, came to this point, and here the "Saratoga," "Confiance," and other vessels sank at their moorings. Whitehall is 24 M. from Fort Ticonderoga (by the lake). Whitehall to Rutland, see Route 28.

Passengers for Lake George change cars at Fort Edward, and take a train which passes over a branch railroad to *Glens Falls* (6 M.), a flourishing factory-village with about 8,000 inhabitants, which has but lately recovered from a fire which utterly destroyed it (in 1863). The Hudson here falls 50–60 ft. over a long and rugged ledge, while the State has built a great dam above, which feeds the Champlain Canal. The island below the falls is associated with Cooper's "Last of the Mohicans." "Here, amid the roaring of this very cataract, if romance may be believed, the voice of Uncas, the last of the Mohicans, was heard and heeded; here Hawk-Eye kept his vigils; here David breathed his nasal melody," &c.

Trains run from Glens Falls to Caldwell, 9 M. N. About 5 M. beyond the village the road passes near Williams's Rock, a large boulder which marks the scene of "The Bloody Morning-Scout." On Sept. 7, 1755, when the French army of Dieskau was marching down from Crown Point against the Anglo-colonial army under Gen. Johnson, Col. Ephraim Williams was sent out with 1,200 men to engage the French van-guard. 200 of his men were Mohawk Indians, under the command of their noble white-haired chief, Hendrick. The detachment advanced into the very centre of the invading army (which was marching in a grea half-moon curve), and was speedily enveloped and crushed by the enemy. A terrible massacre ensued (in a ravine still called the Bloody Defile), and Williams (the founder of Williams College) and Hendrick fell, with most of their men. The bodies of the slain were thrown into Bloody Pond, a quiet pool in a glen near Williams's Rock. Dieskau then advanced rapidly to attack the colonial camp at Lake George. Johnson had fortified his position, and the Indian and Canadian auxiliaries in the attacking force were soon put to flight by the fire of the batteries, while the French regulars suffered heavily, and were finally repulsed with the loss of 700 killed and wounded. Dieskau was wounded and made prisoner, while Johnson, though wounded, was made a baronet of Great Britain, and received the thanks of Parliament. Fort William Henry was soon afterwards erected, armed with 42 cannon, stored with vast supplies, and garrisoned by 2,500 men. In August, 1757, this fort was beleaguered by 10,000 Frenchmen and Canadians, under the Marquis de Montcalm. After a siege of several days' duration, having received no aid from the colonial army at Fort Edward, the fort was surrendered. As soon as

the disarmed garrison marched out, the Indian allies of Montcalm fell furiously upon them, and a fearful massacre ensued. Hundreds of the defenceless colonials were put to death under the walls of the fort before the slaughter could be stayed. Although Montcalm retired to Fort Carillon (Ticonderoga) with his trophies and captured batteries, the site of Fort William Henry was never re-occupied, a new work called Fort George, with a central citadel of stone, having been built 1 M. S. E. of the old fort.

Caldwell is a dull village at the S. end of Lake George, which enjoys a slight local distinction from the fact of its being the shire-town of Warren County. There are two small inns here, and the Lake House (accommodating 175 guests, at $3–3.50 a day). The * *Fort William Henry Hotel* is a vast and sumptuous house, on the site of the old fort, and amid finely arranged grounds. It accommodates 700 guests, and charges $4.00 a day for transient visitors. The splendid frontage of the hotel looks out over the lake, which is close at hand. Some remnants of the old fort may be found here, and Fort George (1 M. distant) is a picturesque ruin. Rattlesnake Cobble is an easily ascended hill near Caldwell, which commands a broad view down the lake. Prospect and French Mts. are also ascended from the village, and give varying views of the lake and its shores.

Stages run from Caldwell to Lake Luzerne ; also to Warrensburg, Chester, Schroon Lake, and the southern Adirondacks.

Lake George

was first visited by Father Jogues, a French Jesuit missionary, whose canoe entered its quiet waters on the eve of the festival of Corpus Christi, 1646. In honor of that sacred anniversary he named these bright waters "Le Lac du St. Sacrement" (The Lake of the Holy Sacrament), and then passed on to a heroic martyrdom at the hands of the Mohawks, fulfilling the prophecy which he had made when leaving Montreal, "Ibo, nec redibo." For a century the lake was known in the border chronicles as the path of hostile incursions or of religious devotees passing to the land of the fierce Mohawks. Courcelles, Tracy, Schuyler, Menteth, — French, Dutch, Indians, English, diversified the record. In 1746 Sir William Johnson concluded a league with the northern Indians, on the shores of St. Sacrement, and in 1755 he led an army to the lake, and named it Lake George, "not only in honor of his Majesty, but to ascertain his undoubted dominion." (This name is growing more and more out of favor year by year, and most people would prefer either the French "St. Sacrement," or the Indian "Horicon," — meaning "Silvery Waters," — suggested by Cooper.) Johnson's force was soon menaced by 2,000 Frenchmen and Indians under the Baron Dieskau, but "the Bloody Morning Scout" was followed by a total defeat of the invading force, in which the French regulars were nearly annihilated. Fort William Henry was built soon after, and Rogers and Putnam, with their hardy Rangers, scouted over the lake toward the French fortress at Ticonderoga. In March, 1757, Rigaud destroyed 300 English batteaux and several sloops near Fort William Henry, and in August the Marquis de Montcalm passed down the lake with 6,000 men in boats and 3,000 men marching on the W. shore. After picketing the southern roads, Montcalm opened a cannonade on the fort from batteries near the present site of the Lake House, and soon compelled its surrender. After the ensuing massacre of the disarmed garrison, the fort was destroyed. But the most imposing spectacles which this, or any other American lake, has seen, occurred in 1758 and 1759. In the former year, Gen. Abercrombie advanced up the lake with 16,000 men, in 900 batteaux and 190 whale-boats, convoyed by gunboats, all brilliant with rich uniforms and waving banners, while the music of numerous regimental bands echoed

among the hills. (This pageant is finely described by Cooper, in "Satanstoe," Chapters XXII. – XXV.) A few days later the shattered and defeated army passed up the lake to Fort William Henry, having left over 2,000 of their number dead and dying under the walls of Fort Carillon (Ticonderoga). In 1758 Gen. Amherst led 11,000 men in another grand martial procession down the lake, and this march ended in the Conquest of Canada. In 1775 the abandoned Forts George and Gage (at Caldwell) were occupied by New York militia, and afterwards by a detachment from Hinman's Conn. Reg., and by Col. Van Schaick's N. Y. Reg. In the summer of 1777 Fort George was chosen as the army hospital, on account of its salubrity, and 3,000 sick men were sent here. Hundreds died of the small-pox and typhus-fever, and among them was the Baron de Woedtke, a Prussian noble who had just accepted a general's commission. In 1777, after the fall of Ticonderoga, Fort George and the lake were abandoned by the Americans, but were re-occupied after Burgoyne's surrender. In October, 1780, the garrison of Fort George was defeated and cut to pieces, near Bloody Pond, and the fort and the fleet on the lake were taken by the British. Since that day, peace has dwelt on these tranquil waters.

Lake George, "the Como of America," is 36 M. long and from one to four wide. The vicinity of frowning mountains, the many beautiful islands, the transparent waters, and the bracing purity of the air give it high merit as a summer-resort.

Steamboats leave Caldwell and Baldwin, the two ends of Lake George, every morning in summer, making landings at Assembly Point, Cleverdale, Sheldon's, Trout Pavilion, Kattskill, Marion, Bolton, Green Island, 14-Mile Island, Hundred Islands, Pearl Point, Hulett's, Sabbath-Day Point, Silver Bay, and Rogers Rock. The boat down from Caldwell returns from Baldwin at 1 P. M.

Hotels. — *Caldwell*, Arlington, Central, and Carpenter Houses, $8 to $14 a week (see page 357); *Crosbyside* (200 guests), $12–17 a week. At *Hill View*, The Antlers, $8 to $12 a week, Diamond-Point House. At *Cleverdale*, Horicon Lodge, $8 to $12 a week. Near *Kattskill Bay:* Kattskill House (25 guests), $10 to $14 a week; Sheldon House (100), $10 to $15; Lunt Pavilion, East Lake-George House, and Grove Hotel, $8 to $10; and others. *Bacon Bay:* Marion House (400 guests), $14 to $25 a week. *Bolton:* Bolton House (125), Mohican House (100), $12 to $20 a week; Lake-View House (100), $12 to $15; Locust Grove, $9 to $15; and boarding-houses. *Green Island:* The Sagamore (400 guests), $17.50 to $25 a week. *Fourteen-Mile Island:* Kenesaw House, $10 to $15. *Hundred-Island House*, $10 to $18. *Pearl Point House*, $12 to $21. *Hulett's Landing Hotel*, $10 to $15. *Sabbath-Day Point:* F. A. Carney's, $8 a week. *Silver Bay:* Brookdale Farm. *Hague:* Island-Harbor House, Phenix, Hillside, Rising, Trout House, $8 to $10. *Baldwin:* Rogers-Rock Hotel, $18 to $28. There are several other hotels, and many summer boarding-houses. Send 25 cents to S. R. Stoddard, Glens Falls, N. Y., for the latest edition of his *Lake-George and Lake-Champlain* guide-book.

The steamer crosses to *Crosbyside*, with its large hotel. French Mt. towers to the E. *Tea Island* is next passed, 1 M. from Caldwell, and then *Diamond Island* is approached, 1½ M. beyond. The name is derived from the beautiful quartz crystals which are found here, and the place was inhabited in the early part of this century, — the mistress of the family being generally known as "the Lady of the Lake." Diamond Island was fortified by Burgoyne in 1777, and was garrisoned by part of the 47th line regiment under Capt. Aubrey. It was attacked by Col. John Brown, with the New England militia who had swept the outworks of Ticonderoga, but Aubrey repulsed the Americans with artillery, and then drove them away ("with great loss") by an attack with his gunboats. Brown lost all his vessels and cannon, and many men. Dunham's Bay and *Harris's Bay* are passed on the E., the latter being beyond Long Island, which is passed on the E. (with the Three Sisters islets on the W.). The

Trout Pavilion is a sequestered hotel above Montcalm's Bay, near the best fishing-grounds, and frequented by fishermen. The Fort Ann Mts. loom up darkly on the E. as the steamer crosses the lake, with the Three Brothers on the W., and Dome and Recluse Islands on the N. This is the broadest part of the lake, and affords views of rare beauty, with the graceful *Dome Island* (which resembles Ellen's Isle, in Loch Katrine) prominently seen. *Recluse Island* is a beautiful spot just W. of the Dome, with a cheerful summer-villa embowered among trees. This island has the remains of fortifications which were built by Abercrombie's army in 1758, while the views from its N. and E. shores are exquisitely beautiful. The steamer now rounds in at **Bolton,** a small village with a noble outlook over the broadest expanse of the lake. There are two large and comfortable family hotels here, and in the environs of the village is the quaint old stone Church of St. Sacrament. The terms at the Mohican House (directly on the shore) are low, and the accommodations are good. *Prospect Mt.* is back of the village, and commands a broad and delightful view, embracing the widest part of the lake, Montcalm's and Ganouskie (or Northwest) Bays, Recluse, Dome, and Green Ids. and the Narrows, and Tongue and Black Mts. in the N. and N. E. Ganouskie Bay extends for 6 M. to the N. above Bolton, being separated from the lake by the lofty promontory of *Tongue Mt.*, where deer abound in the late fall and winter. As the boat leaves Bolton, Parodi (or Sloop) Island is passed on the l. (so named because the singer, Signora Parodi, erected a cross here in 1851). On the N. are Green and Hog Islands, closing the entrance to Ganouskie Bay, while Tongue Mt. is on the W. and *Black Mt.* on the E., as the steamer crosses toward the lofty palisades called Shelving Rock, with the innumerable islands of the Narrows on the l. *14-Mile Island* is just W. of Shelving Rock, and has a neat hotel, which is much visited by city gentlemen for the sake of the fishing in the vicinity. The Shelving Rock Fall is about 1 M. S. of the hotel (on the mainland), and is a small and graceful cascade. The island is 11 M. from Caldwell, and the little hotel charges $ 2-2.50 a day for board ($ 10-14.00 a week). The steamer now enters the Narrows, where the lake is contracted between high mts., and a fleet of small islands is anchored in the channel. These islets were the scene of numerous combats in the colonial days, but are now deserted, save for the visits of sportsmen, who find large trout in their cool shadows. Steaming down between Tongue Mt. and Black Mt. (2,878 ft. high ; sometimes ascended with guides, for the sake of its view) the **steamboat** passes the Hen and Chickens, Hatchet, Half-Way, and Floating Battery Islands, with the N. peaks of Black Mt., called variously, Elephant's Ridge or Sugar Loaf. Just N. of the Floating Battery group is Vicar's Island, with the palisades of Deer's Leap on the W., and the hamlet of Dresden seen down Bosom Bay, on the E. *Sabbath Day Point*

is soon approached (on the W.), — a long, low promontory running out from rich meadows and still retaining the air of peace and restfulness which won it the name it bears.

In 1757 a sharp skirmish occurred at Harbor Island, off this Point, and in July of that year the 1st New Jersey regiment was sent on a scout down the lake. De Carbiere and 400 Frenchmen and Indians ambushed the Jersey Blues in the archipelago off the Point, and defeated them with great slaughter. 131 of the Americans were killed, 12 escaped, and 180 were made prisoners, many of whom were put to death with horrible tortures. On the evening of July 5, 1758, the vanguard and centre of Abercrombie's grand army (light infantry and regulars) rested on Sabbath Day Point from sunset until near midnight, waiting for the three brigades of Provincials and the artillery to come up. In 1777 a sharp conflict took place here between American militia and Tories, and during the present century peace has settled along these shores, although the commonplace farmhouses on the Point have marred the natural beauty of the place.

The vast bulk of Black Mt. is prominent in the S. E., as the steamboat runs N. to the village of *Hague*, situated on a widening of the lake, where it is 4 M. across.

From this point parties go to the lakes (abounding in fish), of Pharaoh (12 M. N. W.), Brant, and Schroon. As the steamer gains the middle of the lake again, the prospect of the pass between Rogers' Slide and Anthony's Nose, and the retrospect of the Narrows and its island-flotilla afford delightful views. Friends' Point and Islands are passed on the W., and then *Anthony's Nose* (on the N. E.) pushes out its rocky ledges over the deepest water in the lake (400 ft.). *Rogers' Slide* is on the W. shore, and the Rogers'-Rock House is at its base.

There is a legend to the effect that Major Robert Rogers (the chief of the Rangers, and afterwards a dangerous Tory officer) was chased to the verge of this cliff by Indians (in the winter of 1758). Suddenly reversing his snow-shoes, and throwing his haversack down on the ice-bound lake, he retraced his tracks, and got away down an adjacent ravine before his pursuers arrived. The Indians followed the tracks leading to the precipice, and saw none leading away, whence they concluded that he had cast himself over; and when, a few minutes later, they saw him skimming away over the ice toward Fort William Henry, they attributed his escape to the protection of the Great Spirit.

Passing now by Prisoners' Island (where the French kept their captives), with Lord Howe's Point on the l., the steamboat soon reaches the end of the lake. The terminus is at *Baldwin Station*, where passengers for Lake Champlain take the cars on a branch railroad which sweeps around Mt. Defiance, and meets the main line of the Champlain Division R. R. 5 M. distant. At the junction connections are made for Fort Ticonderoga or Whitehall. To the l. is the prosperous manufacturing village of *Ticonderoga* (two inns), near the falls on the outlet of Lake George (which descends 240 ft. within about 4 M.).

The Delaware and Hudson Canal Co.'s R. R. runs from Whitehall to Fort Ticonderoga, Crown Point, Port Henry, Westport, Port Kent, Plattsburg, and Rouse's Point (113 M.), giving grand panoramic views of Lake Champlain and the Green and Adirondack Mts., and affording easy access to the ancient fortresses and the Adirondack region.

Lake Champlain

was called by the Iroquois Indians Caniaderi Guaranti ("The Gate of the Country"), while the Abenaquis called it Petoubouque ("The Waters that lie between"; i. e. between their land and that of the Iroquois); and other Indians called it Saranac. For nearly half a century it was called Corlear's Lake by the English and Dutch, in memory of a Dutch gentleman who was drowned there. In the summer of 1609 a small exploring party set out from Quebec under Samuel de Champlain,[1] the Governor of Canada, and ascended the St. Lawrence and Richelieu Rivers to the Chambly Rapids, where they met a war-party of Hurons. All the Frenchmen save Champlain and two others were sent back to Quebec, and those three joined the war-party. July 4, 1609, they entered the lake, and on the following day they defeated 200 Iroquois at Crown Point, Champlain having shot their chief with his arquebus. The Hurons returned in triumph, with 60 scalps, and the valiant Frenchman, having found the road to the lake, was left to make several subsequent explorations and campaigns thereon. A series of war-parties traversed this route for nearly two centuries, and the lake became the scene of long campaigns and desperate battles. In 1690, 200 French regulars and a swarm of Indians passed up in canoes, and marched to Schenectady, which they destroyed with 60 of its people, returning with 27 prisoners, and 40 horses laden with plunder. Shortly afterward Col. Schuyler and 200 Mohawks passed the lake and the Richelieu River, and destroyed the Canadian town of Sorel. In 1695 the chivalrous Count de Frontenac (a relative of Madame de Maintenon) launched a fleet of small craft, and passed down to Whitehall with 700 Frenchmen and Algonquins. After a daring foray through the Mohawk Valley and nearly to the forts at Albany, he retired safely by Whitehall, pursued by Schuyler and the Hudson Valley people. The lake was held by the French and commanded by their fortifications until 1759, when Lord Amherst built a flotilla in South Bay, with a flag ship mounting 18 guns, in which Capt. Loring swept and won this inland sea. The military and naval operations around the lake will be considered in connection with the points of action.

Lake Champlain is a large and picturesque sheet of water, running nearly N. and S. for 126 M., with a breadth of from 1 furlong to 15 M. Its waters are clear, and abound in bass, pickerel, salmon-trout, and other fish, while the depth varies from 9 to 47 fathoms. There are many islands in the lake, the largest of which covers an area of 18,600 acres, and has a population of 1,300. Besides numerous pleasant villages and towns, there is one city on the lake, and the fleets used in commerce here number many thousands of tons. There is a large trade done between the rivers, the Hudson being joined to the lake by a canal 64 M. long (to Watervliet), while the Richelieu River affords an outlet to the St. Lawrence. The scenery of the Vermont shore is that of a quiet pastoral region, with the Green Mts. rising in the distant E. The New York shore presents a continual succession of barren and mountainous scenery, with occasional foot-hills of the Adirondacks pushed out in promontories, and the parent peaks looming blue in the distance.

The steamboats on Lake Champlain are large and commodious, with state-rooms, dining-saloons, etc. They formerly ran between Whitehall and Rouse's

[1] Champlain was born of a good family of the province of Saintonge, in 1570. He became a naval officer, and afterward was attached to the person of King Henri IV. In 1603 he explored the St Lawrence River up to the St. Louis Rapids, and afterward (until his death in 1635) he explored the country from Nantucket to the head-waters of the Ottawa. He was a brave, merciful, and zealous chief, and held that "the salvation of one soul is of more importance than the founding of a new empire." He established strong missions among the Hurons, fought the Iroquois, and founded Quebec.

Point, but now confine their voyages between Fort Ticonderoga and Plattsburgh, touching at Crown Point, Fort Frederic, Port Henry, Westport, Essex, Burlington, Port Kent, and Bluff Point. They make connections at Fort Ticonderoga with the railroad. They leave Plattsburgh at 7 A. M., and Ticonderoga at 1.30 P. M Meals on board. Another steamboat leaves Westport at 7 A. M. daily, for Essex, Burlington, Port Kent, Bluff Point, Plattsburgh, and the northern islands. *The Champlain Division Railroad* runs from Whitehall to Fort Ticonderoga (22 M.), Port Henry (40 M.), Port Kent (77 M.), Plattsburgh (90 M.), and Rouse's Point (122 M.).

From Whitehall to Fort Ticonderoga (24 M.), and even to Crown Point, the lake is very narrow, and seems more like a fine river. During the first part of the journey the hills of Dresden are seen boldly looming on the W., and Black Mt. appears beyond, while the "Drowned Lands" lie along the shore. Beyond Mt. Defiance the train crosses the outlet of Lake George, and reaches

Fort Ticonderoga

(Fort Ticonderoga Hotel, $2.00 a day, an old mansion house near the lake and landing). There is a railway-station about 1 M. N. of the fort, pertaining to a branch of the Vermont Central Railroad, which diverges from the main line at Leicester Junction. The new route from New York to Montreal (W. of L. Champlain) all of which is now in working order, passes near the fort on the W. Steamers going each way stop here twice daily, and the Lake George trains leave early each afternoon. The ruins of the fort crown the high hill near the steamboat pier, and are quite picturesque, and command extensive lake-views. The sally-port where the Green Mt. Boys entered, the old well, the crumbling walls of the barracks surrounding the parade, and the well-defined dry ditches beyond the ramparts may easily be recognized. In one of the E. bastions is a deep and cavernous vault which it is surmised was the garrison bakery. On the high point S. E. of the fort is the well-preserved Grenadiers' Battery, erected to command the landing-place and to defend the long bridge to Mt. Independence. There is another small battery surrounded by a wet ditch, on the plain to the N., while the forests to the S. and W. are furrowed with intrenchments and lines of parallels, redoubts, and rifle-pits. From the ramparts of the fort Mt. Independence is seen to the S. E., across the lake, and Mt. Defiance to the S. W., across the widenings of the outlet of Lake George. The latter summit is 800 ft. above the lake, and commands a noble view over its placid waters. It is best ascended by following the nearly obliterated military road of Burgoyne from Ticonderoga village (3 M. from the fort to the summit). Others, who are fond of the fine rowing which is obtained here, cross the bay in a boat, and scramble up through the forest to the summit. A road runs W. from Ticonderoga to Paradox and Schroon Lakes.

Ticonderoga is a modification of Cheonderogo, the old Iroquois name for this locality. It meant "sounding waters," and applied especially to the falls on the

outlet of Lake George. Capt. Glen is spoken of as holding this point with a picket of 33 men, in 1690, and in 1691 it was fortified by Col. Schuyler, who was then leading a force against La Prairie. In 1755 the Marquis de Montcalm occupied the place with a strong French army, and built extensive works, which he named Fort Carillon[1] ("chime of bells"), in allusion to the musical cascades in the vicinity. Gen. Abercrombie, having descended Lake George with 7,000 British regulars and 9,000 provincial troops, attempted to storm the fort, July 8, 1758. The scouts told Abercrombie that the fort was weak, and he knew that reinforcements were hurrying to the garrison, so an assault was ordered. In advancing through the forest a detachment of 450 Frenchmen boldly engaged and checked the van-guard. Israel Putnam and Lord Howe hastened up to the scene of the skirmish, and Howe was almost instantly killed. "His manners and his virtues made him the idol of the army," and "in him the soul of the army seemed to expire." Massachusetts erected a monument to this gallant nobleman in Westminster Abbey. The French detachment was exterminated, but the Anglo-American troops became entangled in the forest and began to fire on each other, until they were withdrawn. 6,000 picked men were led out to storm the French works, which consisted of a breastwork (8 ft. high) and *abatis*, defended by 4,000 men with artillery. Four hours of fearless charging and bloody repulses ensued, and the few men who gained the parapet died there on the verge of victory. At 7 in the evening, after three heroic assaults had failed, and several boats had been sunk on the lake with all on board by the artillery of the fort, the army retreated, leaving nearly 2,000 men dead and wounded on the field. Lord John Murray's Highland regiment (so distinguished at Fontenoy, 13 years before) lost ⅔ of its men and 25 officers. In March, 1758, Rogers' Rangers were disastrously repulsed from the outworks of Carillon. In the summer of 1759 Lord Amherst advanced from the S. with 11,000 men, and the French garrison, weakened by the necessity of meeting Wolfe before Quebec, evacuated the place after burning the barracks and exploding the magazine.

At dawn, May 10, 1775, the fort was surprised and taken by 85 New England men, who had crossed the lake on the previous evening. They were commanded by Ethan Allen and Benedict Arnold, who led them through the gate and out on the parade, where (it is said) Allen aroused Capt. de la Place, the commandant, and demanded the surrender of the fort "in the name of the Great Jehovah and the Continental Congress." 43 soldiers were surrendered with the fort, together with 176 cannon and vast supplies of ammunition. When Burgoyne advanced, in the summer of 1777, and Arnold's fleet had been defeated on the lake, the defence of Fort Ticonderoga was intrusted to Gen. St. Clair, with 2,600 Continental troops, 900 militia, and 47 fortress-cannon. He destroyed the works toward Lake George, and strongly fortified Mt. Independence (remnants of the star-fort, and graves of hundreds who died of camp-distemper are now found in the young forest on the mt.). The bridge to Mt. Independence was a powerful floating structure, supported by 22 sunken piers and many floats. Burgoyne's fleet was cannonaded and forced to keep out of gun-shot, but the British succeeded in getting cannon up on Mt. Defiance, with which a plunging fire was opened on the fort. On the night of July 6, St. Clair evacuated the position, and would have escaped but that Gen. de Fermoy set fire to his quarters on Mt. Independence. The aroused enemy made rapid pursuit, defeated St. Clair's rear-guard at Hubbardton, and took his artillery and stores at Whitehall, with 200 galleys and the remnant of Arnold's fleet. Ten weeks later, Col. Brown, of Mass., with 1,000 men of New England, captured the outworks of Ticonderoga, with 200 batteaux, 293 prisoners, 5 cannon, and a war-vessel, and delivered 100 American prisoners and a Continental flag. The fort was dismantled a few weeks later, and in 1780 was re-occupied by Gen. Haldimand with troops from Montreal. Since the Revolution, Ticonderoga has not been occupied, and for many years it suffered a gradual demolition, — its well-cut stone and brick being carried away by vessel-loads to the rising villages on the lake. It is now sealed from such invasions, and is becoming known as one of the classic and heroic grounds of America. July 18, 1872, the Vermont Historical Society had a field-day here, and there were 10,000 people present. The fort is on a peninsula rising 100 ft. from the lake, with water on three sides and swampy land on the fourth. The peninsula covers over 500 acres.

[1] "La Drapeau de Carillon" is an old Canadian song, which may still be heard in Lower Quebec.

The steamer passes through the railway-bridge soon after leaving Fort Ticonderoga. Beautiful views are occasionally gained of Camel's Hump and Mt. Mansfield on the E., and the majestic Adirondacks on the N. W. The boat stops at Larrabee's Point in the Vermont town of Shoreham, and then at *Crown Point* (Gunnison's Hotel), 3 M. E. of Crown Point village, whence a road runs W. to Paradox and Schroon Lakes and the Adirondacks. A short distance beyond this landing, the steamer passes through the narrows between Chimney Point (on the E.) and

Crown Point.

The ruins of the fortress of Crown Point occupy the high promontory between the lake and the broad Bulwagga Bay. The point is reached either by boat from Port Henry, or by carriage around the bottom of the bay (6 – 7 M.). There is a lighthouse on the point, but otherwise it is abandoned to its ancient remains of strength and pride. The immense ramparts and ditches of the fort, its broad parade, and the thick stone walls of the barracks are richly worthy of attention, while from the walls of the northern bastions are obtained superb views of the Green Mts. in the E. and the rugged foot-hills of the Adirondacks in the W., with the lake stretching away for many leagues in the N. The peninsula is about 1 M. wide, and has only a thin robe of earth over limestone ledges, whose cutting away cost enormously during the erection of the fortress. 200 yards N. E. of the great fort, and near the water, are the ruins of the old French work, Fort Frederick. In the N. E. bastion is a well cut in the rock, 8 ft. in diameter and 90 ft. in depth, which was cleared out by a stock company in 1824, in the hope of finding treasure. There have been many excavations here with this object, but only old iron and lead has yet been found. The ramparts are brilliant with blood-red thorn-apples (in their season) on great thickets of bushes. These peculiar trees are found nowhere else in the State, and are said to have been brought from France.

In July, 1609, Champlain, 2 Frenchmen, and 60 Hurons came up to this Point in 24 bark canoes, and here they landed and defeated the Iroquois, after passing the night in martial rites and singing the war-song. This was 2 months before Hendrick Hudson had discovered the noble river which has been named in his honor. In 1631 the French occupied Point à la Chevelure (opposite this place), built a stone fort and armed it with 5 cannon, and established a farming community. In 1666 De Courcelles ascended by boats (with 600 men) to Crown Point, whence he marched into the Mohawk country, and on the retreat, some time after, the force halted here several days for their stragglers to come up. The destroyers of Schenectady were pursued to Crown Point (in the winter of 1690), but here they put on skates and escaped. In 1731 Fort Frederick was built here by the French, and named in honor of Frederick Maurepas, Premier of the kingdom. The shores were then more thickly settled than now, for many miles N. and S. In 1759, after the fall of Ticonderoga, the fort was abandoned, and, the Point being occupied by Lord Amherst, vast fortifications were erected here, which cost the British government $10,000,000. In 1773 the barracks took fire and the powder-magazine blew up, partly demolishing the works, and in 1775 Warner's Green Mt. Boys captured the fort. 7,000 Americans retreated here from Canada in 1776, and

hundreds died from small-pox. In 1777 Burgoyne made the fort his main depot of supplies in the advance on Albany. The fort built by Lord Amherst was ½ M. around, and its ramparts were 25 ft. high and 25 ft. thick. It is still in good preservation.

Just beyond Crown Point the steamer stops at *Port Henry* (two inns), a picturesquely situated village, with iron works and mines. Bulwagga Bay is seen opening to the S. After leaving Port Henry, a fine view is obtained of the Adirondacks in the W., Bald and Dix Peaks and the Giant of the Valley being foremost in the group. The steamer next reaches *Westport* (Westport Inn), on the W. shore, with a road running W. into the Adirondacks, by Elizabethtown to White Face Mt. On the E. shore are seen the spires of the city of Vergennes, and the ruins of Fort Cassin, where Lieut. Cassin, of the U. S. Navy, repelled an attack on Macdonough's fleet, which was being fitted out at Vergennes. Split Rock Mt. frowns along the W. shore, and is mirrored in waters of unknown depth. Rounding the lighthouse at the head of the promontory, the steamer touches at Essex (*Royce's Hotel*), whence another road leads into the Adirondacks. The course from Essex is N. E., passing the Four Brothers and Juniper Isles, and approaching and stopping at

Burlington

(**Van Ness House*, $2-3.50 a day), "the Queen City of Vermont," beautifully situated on a long, sloping hill on the E. shore of Burlington Bay. It is the largest city in the State, having a population of about 15,000, with 8 churches, 5 banks, 1 daily and 2 weekly newspapers. In 1798 Burlington had 815 inhabitants, and between 1860 and 1870 it gained 105 per cent in population. It became a city in 1865, and is now the third lumber-mart in America. Most of the lumber is brought from the Canadian forests, and sorted and planed here, after which it is sent by rail to Boston and other Eastern cities. Immense quantities are loaded directly from the cars to the vessels (in Boston) which convey them to distant ports. 100,000,000 ft. of Canadian lumber are imported yearly; and the lumber-yard, 2 M. long, is always covered with immense piles of plank and boards. Several of the churches are fine buildings, especially the Cathedral, a large and picturesquely irregular structure. St. Paul's Episcopal Church is an old Gothic building of blue limestone, with stained windows. This is the church of the Bishop, whose diocese (the State of Vt.) has 27 priests and 2,655 communicants. There are also handsome Congregational and Methodist churches, built of Burlington stone. Near the square in the centre of the city is a fine U. S. building (Post Office and Custom House), and the elegant Court House of Chittenden County.

The *University of Vermont* occupies an eligible situation on the summit of Burlington Hill, 1 M. from the Bay and 367 ft. above it. This in-

stitution was incorporated in 1791, and began operations in 1800, the President being the only instructor for the first 6 years, when about 30 students were entered here. Its connection with the State is but nominal, and has brought it no emolument since its foundation, when Vermont endowed it with a grant of 29,000 acres of land. In 1813 the building was taken by the United States, and retained throughout the war for an arsenal and barracks. In 1824 the buildings were burnt, and rebuilt in 1825, the corner-stone being laid by Gen. Lafayette, an heroic bronze statue of whom (by J. Q. A. Ward) now adorns the University Park. In 1882–83, the old building was torn down and a stately edifice erected. The academic department has 15 instructors, 220 students, and 80,000 specimens in its museum. There are about 1,200 alumni. The medical department has 20 instructors and 200 students. The Billings Library, designed by H. H. Richardson, is of rock-faced and carved stone, 165 ft. long, a magnificent Renaissance building, containing 42,000 volumes. From the University tower a superb view of lake and mountains is enjoyed.

On the W., Lake Champlain is seen from below Crown Point on the S. to Plattsburg on the N., with numerous islands surrounded by the bright waters which have become classic in American history. Beyond the lake the Adirondacks fill the horizon, over 60 peaks being visible on a clear day; prominent among which are McIntyre, Whiteface, and Marcy, the latter being the highest peak between the White and the Alleghany Mts. Lake Champlain is 10 M. wide here, and near the middle are seen the islets called the Four Brothers. The plains of Chittenden Co. are seen in the N. E. over the little village of Winooski, and in the E. are the stately Green Mts., the *Verts Monts* for which the State was named. Mt. Mansfield, Camel's Hump, and other well-known peaks are plainly visible, with a vast expanse of farm-land filling the foreground. Burlington City is overlooked on the W., stretching down to the shores of its bay. The * sunset over the lake and the Adirondacks when seen from this point, or from the little park N. W. of the central square, is full of beauty. "Splendor o landscape is the peculiar boast of Burlington," said Pres. Dwight in 1798; and Fredrika Bremer speaks of the distant "mountain forms picturesquely combined with a certain degree of grandeur and boldness." The view looking W. towards a peak which she calls "*le lion couchant*," she pronounced superior to any lake view which she had ever seen, excepting only one on Lake Geneva.

Near the University is the Green Mt. Cemetery, in which Ethan Allen is buried, under a Tuscan column 42 ft. high, and a short distance beyond is the village of Winooski, at the lower falls on the Winooski River. Near this village is a romantic cañon on the river, at the *High Bridge*, where the impetuous stream has cut a gorge through the solid rock 90 ft. deep and 70 ft. wide. A noble statue of Allen crowns his monument.

Burlington has the Howard Opera-House, the Fletcher Free Library (22,000 volumes), and the homes of ex-Senator Edmunds, ex-Minister E. J. Phelps, and several wealthy New-Yorkers. The *Vermont Episcopal Institute* (a school for boys) is on Rock Point, 2–3 M. from the city. It has a fine marble building in the collegiate Gothic architecture, with a small but elegant chapel, a massive tower, and a library which is rich in patristic literature. The Y. M. C. A. owns a building which cost $80,000. Street-

cars run to *Winooski*, with its great woolen and cotton-mills and machine-shops. Several new buildings were erected in 1893 for the University.

Burlington was settled about 1775, and named in honor of the Burling family (of New York), who were among the grantees. It lay on the route by the Winooski Valley, which had been so often traversed by the northern Indians in their attacks on Mass. It was fortified and garrisoned by 4,000 troops in the War of 1812, and in the War of 1861–5 sent many soldiers to the national armies.

Stages leave Burlington daily for the rural towns of St. George and Hinesburg. Two trains daily leave Burlington for Montreal. From Burlington to Essex Junction it is 8 M. Essex to Montreal, see page 204. Distance, 103 M., in 5½–6 hours.

Leaving Burlington, the steamer runs N. W. across the lake to *Port Kent* (2 hotels), a small village under Mt. Trembleau, and important for its exportation of iron. The old Watson Mansion is seen on a hill over the village. Stages run from Port Kent to the **Ausable Chasm**, with its grand succession of cascades and gorges. The Adirondack and Ausable Houses are at *Keeseville*, near the Chasm. Stages also run to Baker's Saranac Lake House (46 M. W.), while a road diverging to the S. W. at the Ausable Forks enters the mts. through Wilmington Notch and by White Face and Lake Placid. 6–8 M. N. of Port Kent the steamer passes between *Valcour Island* and the mainland. In this channel Arnold's fleet, consisting of 15 vessels with 70 cannon, was attacked by a British squadron of 31 vessels. After a hot day's battle, in which 2 of Arnold's and 3 British vessels were sunk, the Americans tried to retreat by night, but were closely pursued. The flagship "Congress" was surrounded by hostile ships, but fought desperately for 4 hours, until the van and centre of the fleet had escaped. Then Arnold ran her and the attendant galleys ashore below Port Kent, and blew them up (Oct. 11, 1776). Grand Isle, or South Hero, is now passed on the E., and the village of **Plattsburg** (*Fouquet Hotel; Cumberland House*) is reached. It is a flourishing place at the mouth of the Saranac River, and is the shire-town of Clinton County (N. Y.), and a garrisoned post of the U. S. Army. There is a railway from Plattsburg to Montreal (63½ M.; trains in 4½–5 hrs.); also to the Saranac and St. Regis Lakes, and the lofty central group of the Adirondack Mts. The Long, Raquette, Fulton, and Tupper Lakes are most easily reached by the Adirondack Railroad (from Saratoga).

The *Hotel Champlain* ($5 a day), on Bluff Point, is a magnificent summer-hotel, overlooking Lake Champlain and the Green Mts., Valcour Island, and Cumberland Bay, and a vast area of land and water. It controls a park of 400 acres, with noble views of the Adirondacks.

Sept. 7, 1814, Plattsburg was menaced by a British army of 14,000 men under Sir George Prevost, supported by a fleet of 16 vessels, with 95 guns and 1,000 men. The defence was conducted by Gen. Macomb, with 3,000 men in the village, and Commodore Macdonough, with a fleet of 14 vessels, 86 guns, and 880 men. When the British fleet rounded Cumberland Head for the attack, Macdonough was kneeling on his deck praying. A rooster, who had got loose in the hurry of preparation, flew upon one of the "Saratoga's" guns and crowed lustily, upon which the men gave three cheers and went to work with a will. As the fleets met, the two flagships engaged each other, and the American "Saratoga" was sadly cut up by

the more powerful British vessel, the "Confiance." By a skilful manœuvre Macdonough swung his ship around, and presented the uninjured side and battery to the enemy, who was unable to imitate this action, and was speedily forced to yield. After 2½ hours of incessant cannonade, the battle was decided against the British, who lost all their vessels save a few row-galleys. In the mean time, Prevost was repulsed by the soldiers at Plattsburg, and lost heavily, besides being forced to abandon much of his artillery and stores.

The steamboat line terminates at Plattsburg. Another line plies between Plattsburg and **Maquam Bay** (*Hotel Champlain*, $8–10 a week), 8 M. N. of St. Albans, and the W. terminus of the St. Johnsbury and Lake-Champlain R. R., for the White Mts. and Portland. Trains for Montreal may be taken at Plattsburg. The more direct route from Albany to Montreal is by the Delaware and Hudson Canal Co.'s R. R. on the W. shore of Lake Champlain, from Whitehall to Ticonderoga, Plattsburg, and Rouse's Point (Albany to Montreal, 9 hrs.; fare, $7.60).

54 Montreal.

Hotels. — *The Windsor is a new and sumptuous hotel, on Dominion Square; St. Lawrence Hall, on St. James St.; Hotel Richelieu, $2–3 a day; Albion Hotel, $2.00 a day.

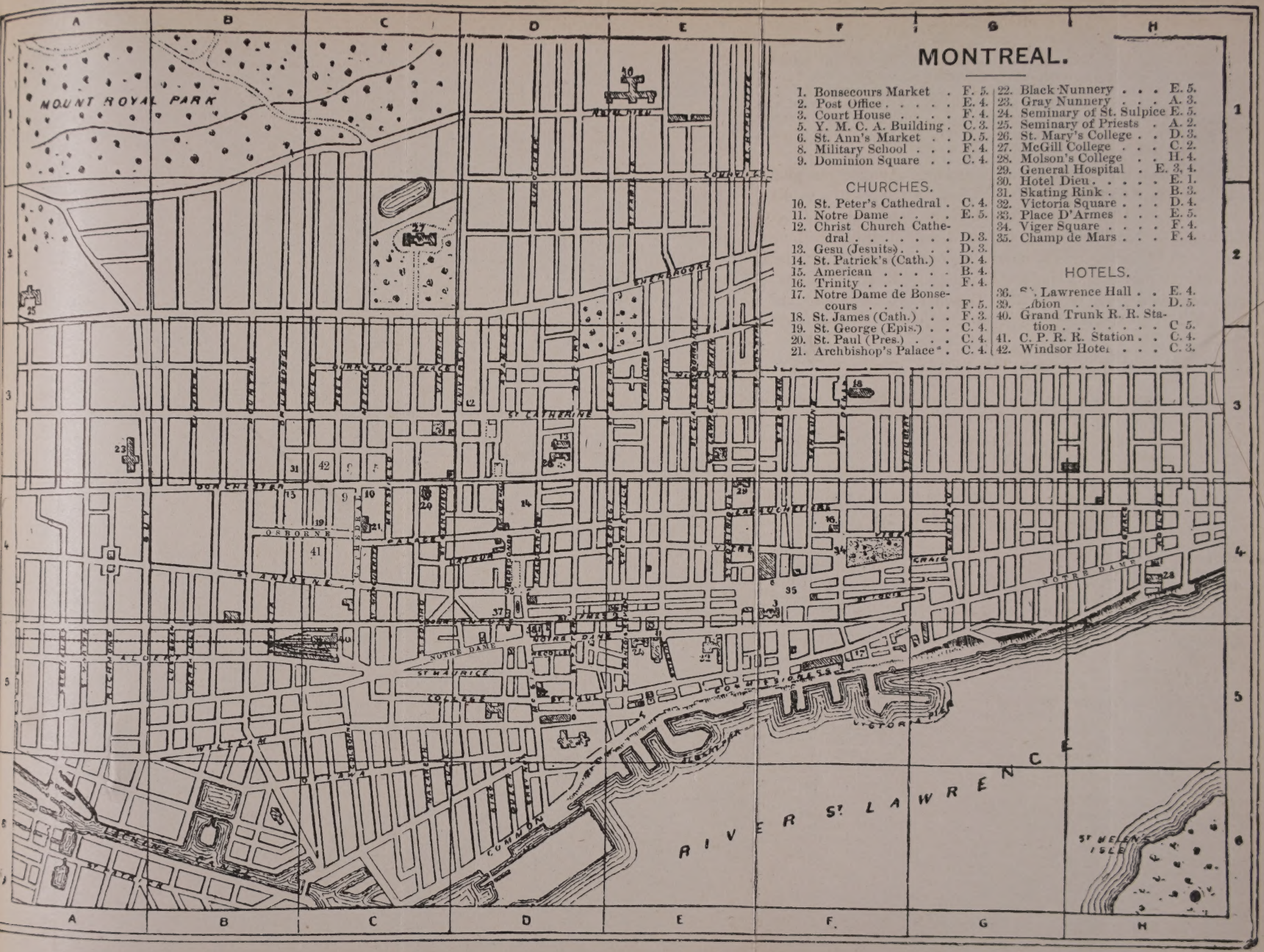
Carriages. One-horse carriage, for 1–2 persons, 25c. a course (within the city), 50c. an hour; for 3–4 persons, 40c. a course, 70c. an hour. Two-horse carriages, for 1–2 persons, 40c. a course, 75c. an hour; for 3–4 persons, 50c. a course, $1.00 an hour.

Shops. The most attractive are on Great Saint James and Notre Dame Sts. American money is usually received at the reigning rates of exchange, but it is advisable to purchase sufficient Canadian money for the tour at some reputable bank.

Horse-cars run across the city on Craig, Bleury, and St. Catharine Sts.; also on St. Mary, Notre Dame, and St. Joseph Sts.; also out St. Lawrence Main St.

Railways. To Boston, by St. Albans, Concord, and Lowell (Route 29), 334 M. (or by way of Fitchburg, 344 M.); to New York, by Rutland and Albany, 365 M. (by Lake Champlain, 405 M.); to Quebec, 172 M. (in 7 hrs.); to Plattsburg, 63 M.; to Rouse's Point, 50 M.; to Toronto, 333 M. (14–15 hrs.); to Detroit (861 M.) and Chicago (1,145 M.); to Ottawa, 164 M. Steamers run to all the St. Lawrence and Lake ports.

In the year 1535 Jacques Cartier visited the triple-walled Indian village of Hochelaga, and ascended the lofty hill behind it, which, from the beauty of its view, he named Mount Royal. The place was visited by Champlain in 1603, and was settled by a small colony of Frenchmen. A tax-gatherer of Anjou and a priest of Paris heard celestial voices, bidding them to found a hospital (Hôtel Dieu) and a college of priests at Mount Royal, and the voices were followed by apparitions of the Virgin and the Saviour. Filled with sacred zeal, and brought together by a singular accident, these men won several nobles of France to aid their cause, then bought the Isle of Mount Royal, and formed the Society of Notre Dame de Montreal. With the Lord of Maisonneuve and 45 associates, in a solemn service held in the Cathedral of Notre Dame de Paris, they consecrated the island to the Holy Family under the name of "Ville Marie de Montreal" (Feb., 1641). May 18, 1642, Maisonneuve and his people landed at Montreal and raised an altar, before which, when high mass was concluded, the priest said, "You are a grain of mustard-seed that shall arise and grow until its branches overshadow the land. You are few, but your work is the work of God. His smile is on you, and your children shall fill the land." The Hôtel Dieu was founded in 1647, and in 1657 the Sulpicians of Paris established a seminary here. In 1689, 1,400 Iroquois Indians stormed


MONTREAL.
1. Bonsecours Market . F. 5.
2. Post Office . . . . . E. 4.
3. Court House . . . . F. 4.
5. Y. M. C. A. Building . C. 3.
6. St. Ann's Market . . D. 5.
8. Military School . . . F. 4.
9. Dominion Square . . C. 4.
CHURCHES.
10. St. Peter's Cathedral . C. 4.
11. Notre Dame . . . . E. 5.
12. Christ Church Cathedral . . . . . D. 3.
13. Gesu (Jesuits) . . . D. 3.
14. St. Patrick's (Cath.) . D. 4.
15. American . . . . . B. 4.
16. Trinity . . . . . F. 4.
17. Notre Dame de Bonsecours . . . . . F. 5.
18. St. James (Cath.) . . F. 3.
19. St. George (Epis.) . . C. 4.
20. St. Paul (Pres.) . . . C. 4.
21. Archbishop's Palace . C. 4.
22. Black Nunnery . . . E. 5.
23. Gray Nunnery . . . A. 3.
24. Seminary of St. Sulpice E. 5.
25. Seminary of Priests . A. 2.
26. St. Mary's College . . D. 3.
27. McGill College . . . C. 2.
28. Molson's College . . H. 4.
29. General Hospital . E. 3, 4.
30. Hotel Dieu . . . . . E. 1.
31. Skating Rink . . . . B. 3.
32. Victoria Square . . . D. 4.
33. Place D'Armes . . . E. 5.
34. Viger Square . . . . F. 4.
35. Champ de Mars . . . F. 4.
HOTELS.
36. St. Lawrence Hall . . E. 4.
39. Albion . . . . . D. 5.
40. Grand Trunk R. R. Station . . . . . C 5.
41. C. P. R. R. Station . . C. 4.
42. Windsor Hotel . . . . C. 3.
MOUNT ROYAL PARK
RIVER ST LAWRENCE
ST HELEN ISLE
A
B
C
D
E
F
G
H
1
2
3
4
5
6

the western suburbs, and killed 200 of the inhabitants, and a short time after Col. Schuyler destroyed Montreal with troops from New York, leaving only the citadel, which his utmost efforts could not reduce. In 1760 Lord Amherst and 17,000 men captured the city, which then had 4,000 inhabitants, and was surrounded by a wall with 11 redoubts and a citadel. In 1775 Ethan Allen attacked Montreal with a handful of Vermonters, and was defeated and captured, with 100 of his men. Gen. Prescott sent them to England as "banditti," and Allen was imprisoned in Pendennis Castle. In the fall of 1775 the city was taken by the American army under Gen. Montgomery. With the close of the War of 1815, a brisk commerce set in, and the city grew rapidly, having, in 1821, 18,767 inhabitants. The completion of the Grand Trunk Railway greatly benefited this place, and its increase has for many years been steady, substantial, and rapid.

Montreal (216,000 inhabitants), the metropolis of the Dominion of Canada, and "the Queen of the St. Lawrence," is one of the most beautiful cities on the continent. It is situated on an island (at the confluence of the Ottawa and St. Lawrence Rivers) containing 197 square miles, and which, from its fertility, has been called the garden of Canada. The St. Lawrence is 1½ M. wide opposite the city, and the whole river-front is lined with lofty and massive walls, quays, and terraces of gray limestone, unequalled elsewhere in the world, except at Liverpool, Paris, and St. Petersburg. The commercial buildings in the city are generally of stone in plain and substantial architecture, while the number of fine public buildings is very large. ¾ of the population are Catholics, most of whom are French, while the bright suburban villages are almost entirely inhabited by Frenchmen. Although Montreal is 800 M. from the sea, it is the port which receives the greater part of the importations to Canada, while its manufacturing interests are of great extent and importance.

Victoria Square is a public ground at the intersection of McGill and St. James Sts., in which a statue of the Queen has been placed. The new and elegant Gothic building of the Y. M. C. A. (the oldest association in America) fronts on this square, and is supplied with comfortable reading-rooms, parlors, etc. Going eastward on Great St. James St., some fine banks, insurance and commercial buildings are passed, and opposite the beautiful Corinthian colonnade of the Bank of Montreal (beyond St. François Xavier St., the Wall St. of Montreal) the *Place d'Armes* is seen. Here is the lofty front of the **Church of Notre Dame**, the largest church on the continent, with seats for 8,000 persons on the floor, and 2,000 in the galleries. It is 255½ ft. long and 144½ ft. wide, and has a chancel window of stained glass, 64 x 32 ft. in size. The interior is not striking, and the pictures are poor. There are two towers on the front, each 220 ft. high, and, like the church, in the simplest form of mediæval Gothic architecture. One tower has a chime of bells, and in the other hangs "Gros Bourdon," the largest bell in America, weighing nearly 15 tons. The tower is generally open (small fee to the door-keeper), and affords from its summit a noble * view of the city and its environs (especially of the river, the bridge, and islands).

Alongside the church is the ancient Seminary of St. Sulpice, on the site of the Seminary of 1657, as the church is near the site of the Notre Dame of 1671. The present church was built 1824–9, and was consecrated by the Bishop of Telmesse *in partibus*. Fronting on the Place d'Armes is the elegant Ontario Bank and the hall of the Grand Lodge of Masons of Canada. A short distance to the E., on Notre Dame St., an archway on the r. admits one to the extensive and secluded Convent of the Black Nuns. Farther on, the **Court House** is seen on the l., — a stately stone building in the Ionic architecture (300 x 125 ft.), back of which is the *Champ de Mars*, or Parade Ground, an open space covering 50,000 square yards, and fronted by the old building of the Dominion Military School. Just beyond the Court House, the Jacques Cartier Square opens off Notre Dame St., and is encumbered with a dilapidated monument to Nelson. The Jacques Cartier Normal School (in the ancient French Government building) and the Institut Canadien (with a fine library) front on the Government Garden, at the head of this square. By the next side-street (St. Claude) to the r., the **Bonsecours Market** may be visited. This market is unrivalled in America, and is built of stone, at a cost of $300,000. It is 3 stories high, has a dome, and presents an imposing front to the river. The curious French costumes and language of the country people who congregate here on market-days, as well as some peculiarities of the wares offered for sale, render a visit very interesting. Alongside of the market is the Bonsecours Church (accommodating 2,000) which was built in 1658. A short distance beyond is the extensive Quebec Gate Barrack, on Dalhousie Square, while the Victoria Pier makes out into the stream towards *St. Helen's Isle* (a fortified depot of ammunition and war *materiel*). To the N., on Craig St., is the attractive Viger Garden, with a small conservatory and several fountains, fronting on which is *Trinity Church* (Episcopal), built of Montreal stone in Early English Gothic architecture, and accommodating 4,000 persons. N. of Trinity, and also on St. Denis St., is St. James Church (Catholic), in the pointed Gothic style, with rich stained glass. Some distance E. of Dalhousie Square, on St. Mary St., is Molson's College (abandoned) and St. Thomas Church (Episcopal), with the great buildings of Molson's brewery and the Papineau Market and Square.

McGill St. is an important thoroughfare leading S. from Victoria Square to the river. Considerable wholesale trade is done here and in the intersecting St. Paul St. The Dominion and Cathedral Buildings are rich and massive, while just beyond is the extensive St. Ann's Market, on the site of the old Parliament House. In 1849 the Earl of Elgin signed the unpopular Rebellion Bill, upon which he was attacked by a mob, who also drove the Assembly from the Parliament House, and burnt that building. Commissioners' St. leads E. by St. Ann's Market and the elegant *Custom*

House to the broad promenades on the river-walls. Ottawa St. leads to the W. to the great masonry of the Lachine Canal Basins and the vicinity of the Victoria Bridge.

Radegonde St. and Beaver Hall Hill lead N. from Victoria Square, passing Zion Church, where the Gavazzi riots took place in 1853. The armed congregation repulsed the assailants twice, and then the troops restored peace, 40 men being killed or seriously wounded. Just above is the Baptist Church, overlooked by the tall Church of the Messiah (Unitarian), with St. Andrew's Presbyterian Church on the r. A few steps to the r., Lagauchetière St. leads to *St. Patrick's Church*, a stately Gothic building, 240 ft. long by 90 ft. wide, accommodating 5,000 persons, and adorned with a spire 225 ft. high. The nave is very lofty, and the narrow lancet windows are filled with stained glass. A short distance farther, on Bleury St., are the massive stone buildings of St. Mary's College (Jesuit), near the front of the **Church of the Gesù**. The nave of this church (75 ft. high) is bounded by rich composite columns, and the transepts are 144 ft. long, while the walls are covered with fine frescos.

Over the High Altar is the Crucifixion, and the Adoration of the Spotless Lamb, above which is the Nativity. Against the columns at the crossing of the nave and transepts are statues of St. Mark with a lion, St. Matthew with an ox, St. Luke with a child, and St. John with an eagle. On the ceiling of the nave are frescos of St. Thomas Repentant, the Bleeding Lamb, and the Virgin and Child amid angelic choirs. Medallions along the nave contain portraits of 8 saints of the Order of Jesus. Over the Altar of the Virgin, in the l. transept, is a fresco of the Trinity, near which is a painting of St. Aloysius Gonzaga receiving his first communion from St. Charles Borromeo, Cardinal Archbishop of Milan. To the r. is a fresco of St. Ignatius Loyola in the grotto of Manresa, and on the l. is Christ's Appearance to him near Rome, while above is Christ Blessing Little Children. Over St. Joseph's Altar, in the r. transept, is a painting of the Eternal Father, on the r. of which is another picture, St. Stanislaus Kostka Receiving Communion from Angels. On the l. is a fresco of the Martyrdom of the Jesuits at Nagasaki (Japan); on the r. is the Martyrdom of St. Andrew Bobola, in Poland; and above is the Raising of Lazarus. On the ceiling is the Holy Family at Work.

Turning now to the W. on St. Catharine St., one soon reaches **Christ Church Cathedral**, the best representative of English Gothic architecture in America. It is built of Caen and Montreal stone, is cruciform, and a stone spire 224 ft. high springs from the centre of the cross. The choir has a fine window and some carved stalls, and is laid with encaustic tiles, while the pointed roof of the nave (67 ft. high) is sustained by columns whose capitals are carved to represent Canadian plants. Near the Cathedral is a quaint octagonal chapter-house, used also for the diocesan library, and the house of the Lord Bishop (and Metropolitan of Canada) is in the same vicinity. A short distance N. is **McGill College**, or University, which was endowed in 1814 and opened in 1828. It is below the reservoir on Mount Royal, from which a charming view of the city and river may be gained. Some distance W. of the college, and fronting on the same street (Sherbrooke), is the vast and imposing *Seminary of St. Sulpice*, for the education of Roman Catholic priests. On St. Catharine,

near St. George St., is the Asylum for the Blind, with a chapel richly and elegantly decorated and frescoed, and built in a light and delicate form of Romanesque architecture. W. of the Cathedral is the Erskine Church (Presbyterian), and also the Church of St. James the Apostle, a graceful Gothic building with an admirable tower and spire. Near the cemetery on Dorchester St. are the following churches, — the Wesleyan Methodist, a graceful building in the English Gothic style; the American Presbyterian, an exact copy of the Park Church in Brooklyn, N. Y.; and the Church of St. George (Episcopal), an elegant edifice in decorated Gothic architecture, with deep transepts, costly stained windows, a timber roof, and fine school-buildings attached. On the E. side of this square is the *Bishop's Palace*, near which are the slowly rising walls of the immense new Catholic Cathedral, which is to be built on the model of St. Peter's at Rome, though smaller. Farther to the W. on Dorchester St., on the r., is seen the vast cruciform building of the *Gray Nunnery* (founded 1692), with a Foundling Hospital and a Refuge for the infirm. Mont Ste. Marie is the large building opposite (across Dorchester St.), which was erected for a Baptist College, but has become a ladies' boarding-school under the Congregational Nuns (of the Black Nunnery, who have, in the city, 57 schools and 12,000 pupils. The order was founded by Marguerite Bourgeoys in 1659). Farther E. on Dorchester St. are the fine buildings of St. Paul's and the Knox Presbyterian Churches. There are many other fine churches and public buildings in the city, and the streets toward Mount Royal are lined with attractive villas.

There are pleasant excursions from Montreal to Monklands and the Isle Jesus; to Hochelaga, the vast Convent of the Holy Name of Mary, and Longue Pointe; to the Tanneries, Cote St. Paul, and Lachine, by carriage; but the two favorite trips are to the mountain and to the rapids. "*Around the Mountain*," it is 9 M., by going out St. Lawrence Main St., by the immense Hôtel Dieu, and up the long slopes to the pretty village of Cote des Neiges. Ascending the mountain thence, a glorious view is soon revealed, embracing the city, a great expanse of the river, with the bridge, St. Helen's Isle, and Longueuil, and the blue peaks of Vermont far away in the S. On the slope of Mount Royal is the Cemetery, which is entered by stately portals, and shows some very creditable monuments, — especially those of the Molson family.

The **Lachine Rapids** are visited by taking the 7 A. M. train (at the Bonaventure Station,) to Lachine, where a steamer is in waiting, by which the tourist returns through the rapids to Montreal (arriving about 9 A. M.). After taking a pilot from the Indian village of Caughnawaga, the steamer passes out.

"Suddenly a scene of wild grandeur bursts upon the eye; waves are lashed into spray and into breakers of a thousand forms by the submerged rocks which they are dashed against in the headlong impetuosity of the river. Whirlpools, a storm-lashed sea, the chasm below Niagara, all mingle their sublimity in a single rapid. Now passing with lightning speed within a few yards of rocks, which, did your vessel but touch them, would reduce her to an utter wreck before the

crash could sound upon the ear; did she even diverge in the least from her course, — if her head were not kept straight with the course of the rapid, she would be instantly submerged and rolled over and over. Before us is an absolute precipice of waters; on every side of it breakers, like dense avalanches, are thrown high into the air. Ere we can take a glance at the scene, the boat descends the wall of waves and foam like a bird, and in a second afterwards you are floating on the calm, unruffled bosom of 'below the rapids.'"

The steamer, just before reaching the city, passes under the ***Victoria Bridge**, the longest and costliest bridge in the world. It consists of 23 spans of 242 ft. each (the centre one being 330 ft. long) resting on 24 piers built of heavy blue limestone masonry, cemented and iron-riveted, with sharp wedge-faces to the down current. The tubes containing the track are 19 ft. high by 16 ft. wide, and the bridge is approached by abutments 2,600 ft. long and 90 ft. wide, which, with the 6,594 ft. of iron tubing, makes a total length of 9,194 ft. from grade to grade, and over 1¼ M. from shore to shore. The bridge was begun in 1854, and finished in 1859; it used up 250,000 tons of stone and 8,000 tons of iron, and cost $6,300,000. The view of Montreal from the bridge is one of the most beautiful imaginable.

55. Montreal to Quebec.—The St. Lawrence River.

The large and elegant royal mail steamers of the Richelieu Company leave the Richelieu Pier (foot of Jacques Cartier Square) at 7 P. M. daily, and arrive at Quebec early the next morning. During certain seasons a steamer of the same line ran twice or thrice weekly between the two cities, leaving at early morning. It was thought that this day-line would be continued, and if it is, it should be preferred to the evening boats, as enabling the tourist to see the river and its villages. Fares to Quebec, first class (with meals and state-room), $2.00; second class, $1.00. The Grand Trunk Railway runs trains to Quebec in 8–9 hrs., by way of St. Hyacinthe, Richmond, and Arthabaska.

As the steamer passes out into the stream, the fortified island of St. Helen is seen in front, and fine views of the Victoria Bridge, Mount Royal, and the city are gained. Just below St. Helen's Isle, on the r. bank, is *Longueuil*, where there are many villas pertaining to wealthy city people. A short distance below, on the l. bank, is Longue Pointe, with the Convent des Sœurs de la Providence, and at 9 M. from Montreal *Pointe aux Trembles* is passed, with its ancient village, which dates from 1674. The steamer then enters the channels between the low, marshy islands of Boucherville, famous for duck-shooting, and for the ice-dams which form here at the close of winter. Passing *Varennes* on the r., with the bold Belœil Mt. in the S., the mouth of the Rivière des Prairies is seen on the l., with the village of *L'Assomption* beyond. There are valuable mineral springs near Varennes, from which a steamer runs to Montreal four times a week. The river now passes between the parishes of Cap Michael, Vercheres, Contrecour, and St. Ours, on the r. bank, and St. Sulpice, La Valtrie, La Noraye, and Dautraye on the l. bank. The spires of *Berthier* are seen on the l., as another cluster of islands is threaded, and the town of **Sorel** is reached. This place occupies an important position at the confluence of the Richelieu and St. Lawrence Rivers, and was fortified in 1665 by Gov. De Tracey. For many years it was the summer residence of the Governors, and on being visited by Prince William Henry of England (af

terwards William IV.) an abortive attempt was made to change its name to William Henry. The place has about 3,000 inhabitants, and is built around a large square, near which are fine Roman and Anglican churches. The hunting and fishing in this vicinity are of provincial fame. The steamer now passes another archipelago, and at 5 M. below Sorel enters *Lake St. Peter*, a broadening of the river 25 M. long and 9 M. wide. The lake is shallow, but has a deep and narrow channel (partly artificial), which is marked out by buoys and poles, and is used by large vessels. Immense lumber-rafts are often seen here, drifting downward like floating islands, and bearing streamers, sails, and the rude huts of the lumbermen. In stormy weather on the lake these rafts sometimes come to pieces. Soon after entering this broad expanse, the mouth of the St. Francis River is seen on the r., with the village of *St. Francis*. Below the shores of Lussaudiere and St. Antoine, the mouth of the Nicolet River appears on the r., and farther down (on the l.) is the village of Fond du Lac. **Three Rivers** is now approached, and the steamer stops midway between Montreal and Quebec. This city was founded (as Trois Rivières) in 1618, and has at present 9,000 inhabitants, with a large trade in lumber, which is brought down the St. Maurice River. The Catholic Cathedral, the Ursuline Convent, and other fine buildings adorn the city.

The *St. Maurice River* waters a district of immense (and unknown) extent, abounding in lakes and in forests. Portions of this great northern wilderness have been visited by the lumbermen, who conduct rafts to Three Rivers, where the lumber is sawed. About 22 M. above the city are the noble *Falls of the Shawanegan*, where the great river plunges over a perpendicular descent of 150 ft., between the lofty rocks called *La Grand-Mère* and *Le Bonhomme*. A few miles above are the Falls of the Grand-Mère. These falls are visited by engaging canoes and guides at Three Rivers, while hunting-parties conducted by Canadian *voyageurs* or Algonquin Indians sometimes pass thence into the remote northern forests in pursuit of the larger varieties of game. Three Rivers is widely known for its foundries, where bog-iron ore is converted into car-wheels and stoves.

Opposite Three Rivers is Doucet's Landing, at *Becancour*, the terminus of a branch of the Grand Trunk Railway (see Route 40), and to the N. E., across the St. Maurice, is the thriving village of Cap de la Magdelaine. The steamer passes Gentilly (on the r.) and stops at *Batiscan*, 17 M. below Three Rivers, then passes Ste. Marie and Ste. Anne, on the l., and St. Pierre, on the r. Lotbinière, on the r., is seen, and then the village of St. Croix, standing on Pointe Platon. Point aux Trembles marks the transition from the low shores toward Lake St. Peter to the lofty summits of the Laurentian Mts. St. Augustin (l.) and St. Antoine (r.) are next passed, and then the mouth of the Chaudière, Cap Rouge, and the village of St. Jean Chrysostome. The heights of *Point Levi* now appear on the r., and on the l. are the walls and spires of **Quebec.** Travellers by the night-boat should make arrangements to be awakened an hour before reaching the end of the route, as the view of Quebec from the river at early morning is a thing which can never be forgotten.

QUEBEC.

1. *Catholic Cathedral* . E. 3.
2. *Anglican* „ . E. 4.
3. *Wesleyan Church* . . E. 3.
4. *Presbyterian Church* E. 4.
5. *St. John (Cath.)* „ . . C. 3.
6. *St. Matthew* „ . . D. 3.
7. *St. Sauveur* „ . . A. 2.
8. *St. Roch* „ . . C. 2.
9. *Notre Dame des Victoires* . . . . . F. 4.
10. *Archbishop's Palace* E. 3.
11. *Seminary* . . . . . E. 3.
12. *Laval University* . . F. 3.
13. *Hotel Dieu Convent* . E. 3.
14. *Ursuline* „ . E. 4.
15. *Gray Sisters* „ . D. 3.
16. *Congregational* „ . C. 2.
17. *General Hospital* . . B. 2.
18. *Marine* „ . . C. 1.
19. *Morrin College* . . . . E. 3.
20. *Kent Gate* . . . . . D. 3.
21. *Court House* . . . . . E. 4.
22. *Crown Lands Dep.* . E. 4.
23. *High School* . . . . . E. 4.
24. *Governor's Garden* . E. 4.
25. *Custom House* . . . . F. 3.
26. *Champlain Market* . F. 4.
27. *Jail* . . . . . B. 5.
28. *Wolfe's Monument* . B. 5.
29. *American Consulate* F. 3.
30. *St. John's Gate* . . . D. 3.
31. *St. Louis* „ . . . D. 4.
32. *Prescott* „ . . E. F. 4.
33. *Hope* „ . . . E. 3.
34. *Palace* „ . . . E. 3.

---

35. *St. Louis Hotel* . . . E. 4.
36. *Stadacona* „ . . . E. 3.
37. *Parliament Building* D. 4.
38. *Post Office* . . . . . E. 3.

56. Quebec.

Arrival. If the traveller has much baggage, it is best to take the hotel-carriage to the Upper Town. The *calèche* is not adapted to carrying luggage.

Hotels. The St. Louis Hotel (near the Dufferin Terrace) is a large old house, accommodating 4 – 500 guests, at $3 - 3.50 a day. The Albion House (on Palace St.) is less pretentious and expensive. Henchey's Hotel, opposite the Anglican Cathedral, is quiet and moderate (for gentlemen travelling *en garçon*). In the Lower Town are Blanchard's Hotel and several others, two of which are French.

Carriages in every variety may be procured at the stables, but the usual mode of riding is by the *calèche*, a singular and usually very shabby-looking vehicle, perched on two high wheels, with the driver sitting on a narrow ledge in front. These vehicles are drawn by homely but hardy little horses, and are usually driven by French Canadians. 1 – 2 persons may engage a *calèche* to go to the Montmorenci Falls, Lorette, or Cap Rouge, for $2.00. *Horse-cars* traverse the riverward streets in the Lower Town.

Reading-rooms. The Y. M. C. Association, outside St. John Gate, and the elegant library of the Quebec Historical Society (in Morrin College) are open to the visits of strangers.

Language. More than half of the citizens of Quebec, and nearly all of the inhabitants of the surrounding villages, speak French as their mother-tongue. Very many of them have a knowledge, more or less perfect, of the English language, while many of the British citizens speak French also. The language in its written forms (as seen in the numerous French books, magazines, and newspapers published in Quebec) is correct and intelligible, but the speech of the lower classes and of the rustics is difficult and often impossible to understand. It is not Parisian or even Rouennaise French, but a strong provincial dialect, brought from the rural districts of Normandy in the 17th century, and enriched by the addition of later local idioms. (The sharp, dissyllabic cry with which the calèche-drivers urge their horses forward, is "Marche-donc.")

The *Post-Office* is on Du Fort St. The most attractive shops are on Fabrique and St. John Sts., and about the French Cathedral.

Railways. The Grand Trunk Railway has its terminal station at Point Levi, 317 M. from Portland, 425 M. from Boston, 586 M. from New York, and 2,684 M. from New Orleans. It runs also to Montreal and to Rivière du Loup, connecting for the Maritime Provinces. The Canadian Pacific line runs to Montreal, along the North Shore. The Quebec & Lake St. John line runs to Roberval, on Lake St. John. Another railway leads to Montmorenci Falls and the famous pilgrimage-shrine of La Bonne Ste. Anne (page 384). To Boston, see Routes 24 and 29, or Routes 40 and 37.

Steamers. Ferry-boats run to Point Levi every 15 minutes; also thrice daily to the Isle of Orleans; and at varying intervals to the French river-towns. Semi-weekly steamers run to the Saguenay River; fare to Cacouna and return, $3.00; to Tadousac, $4.00; to Ha Ha Bay and return, $7.00. Large steamers leave weekly for the Gulf ports; fares to Father Point (with meals and state-room), $4.00 (175 M.) or 2d class, $2.00; to Gaspé (443 M.), 1st class, $10.00; 2d class, $4.00; by Percé and Paspebiac to Dalhousie, Chatham, and Newcastle, $14.00; to Shediac, $15.00; and to Pictou, 1,021 M. from Quebec, $16.00. The large river-steamers of the Richelieu line leave for Montreal daily. The Allan line of transatlantic steamers despatches one ship weekly during the summer and early fall.

Quebec, "the Gibraltar of America," and the second city in the Dominion of Canada, is situated at the confluence of the St. Charles and St. Lawrence Rivers, 400 M. from the Gulf of St. Lawrence, and 180 M. from Montreal. It has 63,000 inhabitants, and its chief business is in the handling and exportation of lumber, of which $7,000,000 worth is sent away annually. There are miles of coves along the St. Lawrence shore, arranged for the reception and protection of the vast rafts which come down from the northern forests. A very considerable export trade

in grain is also done here, and the city derives much benefit from being the terminus of transatlantic lines of shipping, which makes it a depot of immigration. Quebec is built nearly in the form of a triangle, bounded by the two rivers and the Plains of Abraham, and is divided into the Upper and Lower Towns, the former being enwalled and strongly fortified and standing on a bluff 350 ft. high, while the latter is built on the contracted strips between the cliffs and the rivers. The streets are narrow, crooked, and often very steep, while the houses are generally built of cut stone, in a style of severe simplicity.

Jacques Cartier set sail from St. Malo, in the spring of 1535, with three well-armed vessels, and steering boldly to the westward, he entered the Gulf of St. Lawrence and gave it its present name, in honor of the saint on whose festival-day he had made the discovery. He ascended to Stadacona, an Indian village on the site of Quebec (whose present name is derived from "Quel bec!" the Norman sailors' shout on seeing the lofty precipice, or else from "Quebeio," an Algonquin word meaning strait.) After ascending to Montreal, Cartier returned to Quebec and wintered there, and in 1541 a fort was erected near Charlesbourg. The place was then deserted until 1608, when Champlain founded Quebec, and built a fort on its present site. Franciscan monks came to the new colony in 1615, and in 1644 a party of Jesuits arrived. In 1628 Sir David Kirk (or Kertk) attacked the place, and in 1629, after a long blockade, the English fleet took Quebec. It was restored to France in 1632, and in 1635 Governor Champlain died here and was buried in the Lower Town. In 1665 a large cargo of ladies arrived from France, and were all disposed of in marriage within a fortnight. In 1672 the Count de Frontenac was sent here as Governor, and in 1690 he bravely repulsed an attack by Sir Wm. Phipps's fleet (from Boston), inflicting severe damage by a cannonade from the fort. Besides many men, the assailants lost their admiral's standard and eight vessels. In 1711 Sir Hovenden Walker sailed from Boston against Quebec, but he lost in one day eight vessels and 884 men by shipwreck on the terrible cliffs of the Egg Islands. Strong fortifications were built soon after; and in 1759 Gen. Wolfe came up the river with 8,000 British soldiers. The Marquis de Montcalm was then Governor, and he moved the French army into fortified lines on Beauport Plains, where he defeated the British in a sanguinary action. On the night of Sept. 12, Wolfe's army drifted up stream on the rising tide, and succeeded in scaling the steep cliffs beyond the city. They were fired upon by the French outposts; but before Montcalm could bring his forces across the St. Charles the British lines were formed upon the Plains of Abraham; and in the short but desperate battle which ensued both the generals were mortally wounded. The English lost 664 men, and the French lost 1,500. The French army, which was largely composed of provincial levies (with the regiments of La Guienne, Royal Roussilon, Bearn, La Sarre, and Languedoc) gave way, and retreated across the St. Charles, and a few days later the city surrendered.

In April, 1760, the Chevalier de Levis (of that Levis family — Dukes of Ventadour — which claimed to possess records of their lineal descent from the patriarch Levi) led the reorganized French army to St. Foye, near Quebec. Gen. Murray, hoping to surprise Levis, advanced (with 3,000 men) from his fine position on the Plains of Abraham; but the French were vigilant, and Murray was defeated and hurled back within the city gates, having lost 1,000 men and 20 cannon. Levis now laid close siege to the city, and battered the walls (and especially St. John's Gate) from three heavy field-works. Quebec answered with an almost incessant cannonade from 132 guns, until Commodore Swanton came up the river with a fleet from England. The British supremacy in Canada was soon afterwards assured by the Treaty of Paris, and Voltaire congratulated Louis XV. on being rid of "1,500 leagues of frozen country." In the winter of 1775-6 the Americans besieged the city, then commanded by Gen. Guy Carleton (afterwards made Lord Dorchester). The provisions of the besiegers began to fail, their regiments were being depleted by sickness, and their light guns made but little impression on the massive city-walls; so an assault was ordered and conducted before dawn on Dec. 31, 1775. In the midst of a heavy snow-storm Arnold advanced through the Lower Town

from his quarters near the St. Charles River, and led his 800 New-Englanders and Virginians over two or three barricades. The Montreal Bank and several other massive stone houses were filled with British regulars, who guarded the approaches with such a deadly fire that Arnold's men were forced to take refuge in the adjoining houses, while Arnold himself was badly wounded and carried to the rear. Meanwhile Montgomery was leading his New-Yorkers and Continentals N. along Champlain St. by the river-side. The intention was for the two attacking columns, after driving the enemy from the Lower Town, to unite before the Prescott Gate and carry it by storm. A strong barricade was stretched across Champlain St. from the cliff to the river; but when its guards saw the great masses of the attacking column advancing through the twilight, they fled. In all probability Montgomery would have crossed the barricade, delivered Arnold's men by attacking the enemy in the rear, and then, with 1,500 men flushed with victory, would have escaladed the Prescott Gate and won Quebec and Canada, — but that one of the fleeing Canadians, impelled by a strange caprice, turned quickly back, and fired the cannon which stood loaded on the barricade. Montgomery and many of his officers and men were stricken down by the shot, and the column broke up in panic, and fled. The British forces were now concentrated on Arnold's men, who were hemmed in by a sortie from the Palace Gate, and 426 officers and men were made prisoners. A painted board has been hung high up on the cliff over the place in Champlain St. where Montgomery fell. Montgomery was an officer in Wolfe's army when Quebec was taken from the French 15 years before, and knew the ground. His mistake was in heading the forlorn hope. Quebec was the capital of Canada from 1760 to 1791, and after that it served as a semi-capital, until the founding of Ottawa City. In 1845 2,900 houses were burnt and the place was nearly destroyed, but soon revived with the aid of the great lumber-trade which is still its specialty.

"There is no city in America more famous in the annals of history than Quebec, and few on the continent of Europe more picturesquely situated. Whilst the surrounding scenery reminds one of the unrivalled views of the Bosphorus, the airy site of the citadel and town calls to mind Innspruck and Edinburgh. Quebec may be best described by supposing that an ancient Norman fortress of two centuries ago had been encased in amber, transported by magic to Canada, and placed on the summit of Cape Diamond."

"Quebec, at least for an American city, is certainly a very peculiar place. A military town, containing about 20,000 inhabitants; most compactly and permanently built, — stone its sole material; environed, as to its most important parts, by walls and gates, and defended by numerous heavy cannon; . . . . founded upon a rock, and in its highest parts overlooking a great extent of country; 3–400 miles from the ocean, in the midst of a great continent, and yet displaying fleets of foreign merchantmen in its fine, capacious bay, and showing all the bustle of a crowded seaport; its streets narrow, populous, and winding up and down almost mountainous declivities; situated in the latitude of the finest parts of Europe, exhibiting in its environs the beauty of an European capital, and yet in winter smarting with the cold of Siberia; governed by a people of different language and habits from the mass of the population, opposed in religion, and yet leaving that population without taxes, and in the enjoyment of every privilege, civil and religious: such are the prominent features which strike a stranger in the city of Quebec." (Prof. Silliman.)

"Few cities offer so many striking contrasts as Quebec. A fortress and a commercial city together, built upon the summit of a rock like the nest of an eagle, while her vessels are everywhere wrinkling the face of the ocean; an American city inhabited by French colonists, governed by England, and garrisoned by Scotch regiments; a city of the Middle Ages by most of its ancient institutions, while it is subject to all the combinations of modern constitutional government; an European city by its civilization and its habits of refinement, and still close by the remnants of the Indian tribes and the barren mts. of the North; a city with about the same latitude as Paris, while successively combining the torrid climate of southern regions with the severities of an hyperborean winter; a city at the same time Catholic and Protestant, where the labors of our (French) missions are still uninterrupted alongside of the undertakings of the Bible Society, and where the Jesuits, driven out of our own country, find refuge under the ægis of British Puritanism." (X. Marmier's "*Lettres sur l'Amérique*," 1860.)

"Leaving the citadel, we are once more in the European Middle Ages. Gates and posterns, cranky steps that lead up to lofty, gabled houses, with sharp French roofs of burnished tin, like those of Liege ; processions of the Host ; altars decked with flowers ; statues of the Virgin ; sabots ; blouses ; and the scarlet of the British linesman, — all these are seen in narrow streets and markets that are graced with many a Cotentin lace cap, and all within 40 miles of the down-east Yankee State of Maine. It is not far from New England to Old France. . . . . There has been no dying out of the race among the French Canadians. They number twenty times the thousands that they did 100 years ago. The American soil has left their physical type, religion, language, and laws absolutely untouched. They herd together in their rambling villages, dance to the fiddle after mass on Sundays, — as gayly as once did their Norman sires, — and keep up the *fleur-de-lys* and the memory of Montcalm. More French than the French are the Lower Canada *habitans*. The pulse-beat of the continent finds no echo here." (SIR CHARLES DILKE.)

***Dufferin Terrace** is on the riverward edge of the Upper Town, and stands on the buttresses and platform formerly occupied by the Château of St. Louis, which was built by Champlain in 1620. The old château was a massive stone structure, 200 ft. long, used for a fortress, prison, and governor's palace, and it stood until 1834, when it was ruined by fire. The terrace is 200 ft. above the river, and commands a * view of surpassing beauty. Immediately below are the sinuous streets of the Lower Town, with its wharves projecting into the stream. On one side are the lofty, fortified bluffs of Point Levi, and on the other the St. Charles River winds away up its peaceful valley. The white houses of Beauport stretch off to the vicinity of the Montmorenci Falls, while beyond are seen the farms of L' Ange Gardien, extending towards the heights of St. Fereol. Vessels of all classes and sizes are anchored in the broad basin and the river, and the rich and verdant Isle of Orleans is in mid-stream below. Beyond and over all are the bold peaks of the Laurentian Range, with Cap Tourmente towering over the river far in the distance. The Terrace is the favorite promenade of the citizens, and presents a pleasant scene in the late afternoon or on pleasant Sundays. At the upper end of the Terrace is a plain stone structure called the Old Château, which was built about 1780 for the British governors.

"There is not in the world a nobler outlook than that from the terrace at Quebec. You stand upon a rock overhanging city and river, and look down upon the guard-ships' masts. Acre upon acre of timber comes floating down the stream above the city, the Canadian boat-songs just reaching you upon the heights ; and beneath you are fleets of great ships, English, German, French, and Dutch, embarking the timber from the floating docks. The Stars and Stripes are nowhere to be seen." (SIR CHARLES DILKE.)

The *Place d'Armes* is a pretty little park between the Terrace and the **Anglican Cathedral**, a large, plain building of stone, which has a superb communion-set (presented by George III.), and within which is the tomb of Charles, Duke of Richmond, Lennox, and Daubigny, who died while Governor-General of Canada (1819). The monument of Jacob Mountain, D. D., first Anglican Bishop, is in the chancel. Dr. Mountain was in the presence of King George, when he expressed a doubt as to whom he should

appoint as bishop of the new See of Quebec. Said the doctor, "If your Majesty had faith, there would be no difficulty." "How so?" said the king. Mountain answered, "If you had faith, you would say to this Mountain, Be thou removed into that See, and it would be done." It was. The Cathedral, rectory, and Chapel of All Saints, stand on ground formerly occupied by the Franciscan (Recollet) monks, and on the same tract the *Court House* is built, fronting on St. Louis St. Beyond the Court House is the Masonic Hall, opposite which are the old buildings of the Commissariat and Crown Lands Departments, and the St. Louis Hotel.

Around the Ramparts.

The Street des Carrières runs S. from the Place d'Armes to the *Governor's Garden*, a pleasant summer-evening resort, with a monument 65 ft. high, erected in 1827 to the memory of Wolfe and Montcalm, and bearing the elegant and classic inscription:

MORTEM. VIRTUS. COMMUNEM.
FAMAM. HISTORIA.
MONUMENTUM. POSTERITAS.
DEDIT.

In the lower garden is a battery which commands the harbor. Des Carrières St. leads to the inner *glacis* of the Citadel, and by turning to the r. on St. Denis St., its northern outworks and approaches may be seen. Passing a cluster of barracks on the r., and the Chalmers (Pres.) Church on the l., and turning to the l. on St. Louis St., the **St. Louis Gate** is soon reached. A road turning to the l. just inside the Gate leads through deep entrenched passages commanded by powerful batteries, and by the Chain Gate to the Dalhousie Gate of **The Citadel.** This immense fortification covers 40 acres of ground, and is situated on the summit of Cape Diamond (so called from the glittering crystals found in the vicinity), which is said to be "the coldest place in the British Empire." Since the evacuation of Canada by the Imperial troops, the Citadel has been garrisoned by provincial volunteers, and visitors are usually permitted to pass around the walls under the escort of a soldier. The * view from the most northerly bastion (which contains an immense Armstrong gun) surpasses that from the Durham Terrace, and is one of the most magnificent in the world. The *Esplanade* extends to the r. from the St. Louis Gate, and the tourist is recommended to walk along the ramparts to St. John's Gate, viewing the deep fosse, the massive outworks, and the ancient ordnance at the embrasures. Outside stands the vast new Parliament House, on the Grande Allée. The ramparts are broken by the picturesque Kent Gate, erected by Queen Victoria. **St. John's Gate** is a modern structure, and is both strong and graceful. While rallying his soldiers

just outside of this Gate, the Marquis de Montcalm was mortally wounded (in 1759), and Col. Brown (of Mass.) attacked the Gate while Arnold and Montgomery were fighting in the Lower Town. The ramparts must be left here, and D'Auteuil and St. Hélène Sts. follow their course by the Artillery Barracks (built by the French in 1750) to the **Palace Gate,** close to which is the *Hôtel Dieu Convent.* This institution was founded by the Duchesse d'Aguillon (niece of Cardinal Richelieu) in 1639. In 1654 one of the present buildings was erected, and most of it was built during the 17th century, while Talon, Baron des Islets, completed it in 1762. There are 40 nuns of the order of the Hopitalières, and the hospital is open freely to the sick and infirm poor of whatever sect, with attendance by the best doctors of the city. Among the pictures here are, Virgin and Child, by *Coypel;* Nativity, *Stella;* St. Bruno, by *LeSueur,* "the Raphael of France." From Palace Gate to Hope Gate (900 ft.) the ramparts may be followed, with fine views over the two rivers, the Isle of Orleans, and the Laurentian Mts. The walls are built on a lofty cliff, and are very thin, but have lines of loopholes and are guarded by bastions. **Hope Gate** was built in 1784, and has well-fortified approaches. The ramparts may be followed from this point passing the stately *Laval University* and the *Grand Battery,* where 22 32-pounders command the river, and whence a pleasing view may be obtained. The old **Parliament House,** on the site of Champlain's fort and the ancient Episcopal palace, was an extensive but plain building, whose glory departed with the decapitalization of Quebec. A short distance beyond is the **Prescott Gate,** the main avenue of communication between the Upper and Lower Towns, and Dufferin Terrace is just S. of the Gate.

The **Market Square** is nearly in the centre of the Upper Town. On the E. is the Catholic *Basilica of the Immaculate Conception,* which was built in 1666, destroyed by cannonading from Wolfe's batteries in 1759, and rebuilt soon after. Its exterior is quaint, irregular, and homely, but the interior is more pleasing, and accommodates 4,000 persons. The High Altar is richly adorned, and the choir of boys from the Seminary is much esteemed. The most notable pictures are, ** The Crucifixion ("the Christ of the Cathedral," the finest painting in Canada), by *Van Dyck* (on the first pillar l. of the altar); the Ecstasy of St. Paul, *Carlo Maratti;* the Annunciation, *Restout;* the Baptism of Christ, *Hallé;* the Pentecost, *Vignon;* Miracles of Ste. Anne, *Plamondon;* Angels Waiting on Christ, *Restout* (in the choir); the Nativity, copy from *Annibale Caracci;* Holy Family, *Blanchard.* The remains of Champlain, the heroic explorer and founder and first Governor of Quebec, are in the Cathedral. Alongside of the Cathedral are the ancient, rambling, and extensive buildings of the **Semi-**

nary, which was founded in 1663 by François de Montmorenci Laval, Bishop of Quebec from 1658 to 1688. This institution is divided into *Le Grand Seminaire* and *Le Petit Seminaire;* the first being a school of theology, and the second being devoted to literature and science (for boys). There are about 400 students, who may be distinguished in the streets by their uniform.

Adjoining the Seminary is its goodly child, the **Laval University,** whose main building is of cut stone, 280 ft. long and 5 stories high, and cost $240,000. The museum of Huron antiquities, the collection of Canadian birds, the library of nearly 50,000 volumes, the fine scientific instruments, the rich gallery of pictures, and the far-viewing enrailed promenade on the roof are all worthy of a visit. The extensive dormitories and the medical college occupy substantial stone buildings in the vicinity.

On the W. of the Market Square stood the great pile of buildings which were partly erected in 1646, for the Jesuits' College. The college was suspended in 1759 by Gen. Murray, who quartered his troops here, and in 1809 the property reverted to the Crown, on the death of the last of the Jesuit Fathers. The buildings were afterwards used for barracks, when used at all. Passing St. Anne's Market and the Anglican Cathedral, Garden St. runs S. to the **Ursuline Convent,** which was founded by Madame de la Peltrie in 1639. Part of the present buildings were built in 1686, and with the gardens and offices they cover 7 acres. There are 40 nuns, who are devoted to teaching girls, and also to working in embroidery, painting, &c. The parlor and chapel are open to visitors, and in the latter are some good paintings: * Mater Dolorosa, *Van Dyck;* The Saviour, *Champagne;* Christ in Simon's House, *Champagne;* and a small picture by *Restout.* Within a grave made by a shell which burst in this chapel, during Wolfe's bombardment, is buried "the High and Mighty Lord, Louis Joseph, Marquis of Montcalm," and over his remains is the inscription, "Honneur à Montcalm! Le destin en lui dérobant la victoire l'a récompensé par une mort glorieuse!" *Morrin College* (on St. Anne St.) is a neat stone building, in one of whose halls is the extensive and valuable library of the Quebec Historical Society (open to the public). There are several other churches and public buildings among the

narrow streets of the Upper Town. *St. Patrick's*, on St. Helen St., has a neat Ionic interior, and the church, manse, and school of St. Andrew (Presbyterian) occupy stone buildings on St. Anne St. At the corner of St. John and Palace Sts. (second story) is a statue of Wolfe, which is nearly a century old, and bears such a relation to Quebec as does the Mannikin to Brussels. It was once stolen by night by some roystering naval officers, and carried off to Barbadoes, whence it was returned many months after, enclosed in a coffin. In the front of the Post-Office, on Buade St., is a figure of a dog, carved in the stone and gilded, under which is the inscription : —

"Je suis un chien qui ronge l'os ;
En le rongeant je prend mon repos.
Un temps viendra qui n'est pas venu
Que je mordrais qui m'aura mordu."

("I am a dog gnawing a bone.
While I gnaw I take my repose.
The time will come, though not yet,
When I will bite him who now bites me.")

This lampoon was aimed at the Intendant Bigot by M. Philibert, who had suffered wrong from him ; but soon after the carved stone had been put into the front of Philibert's house, that gentleman was assassinated by an officer of the garrison. The murderer exchanged into the East Indian army, but was pursued by Philibert's brother, and after a severe conflict was killed at Pondicherry. Near the Post-Office is the large and elegant building of the *Bishop's Palace*. Mountain St. descends through the Prescott Gate to the Lower Town, with the steep, crowded, and picturesque *Champlain Steps* on the r., near whose foot the remains of Champlain were recently found, in the vault of an ancient chapel.

The Montcalm and St. John Wards extend W. from the city walls to the line of the Martello Towers. In the latter ward is the large Church of St. John (Catholic), and also the *Gray Nunnery* (70 sisters), with a lofty and elegant chapel. Above the Nunnery and fronting on the *glacis* is the Convent of the Christian Brothers. The steep street called Côté d'Abraham descends thence to the Jacques Cartier Ward of the Lower Town, beyond which, on the banks of the St. Charles, is the **Marine Hospital**, a large and imposing modern building in Ionic architecture (with 6 acres of grounds) ; and the **General Hospital**, an extensive pile of buildings, founded by De Vallier, second bishop of Quebec (in 1693), and conducted by 40 – 50 nuns of St. Augustine. The churches of *St. Sauveur* (in the Banlieu) and *St. Roch* are large structures, with many inferior pictures, and the *Black Nunnery* is near the latter. St. Roch's Ward is mostly devoted to manufactories and to shipbuilding (on the St. Charles shore). St. Paul St. runs E. between the fortified cliffs and the river, to St. Peter St., which turns S., and near which are the chief banks, wholesale houses, and harbor offices. At the neighboring wharves are the ships and ocean-steamers, with many small and dirty steamboats which ply to the neighboring river-towns. The *Custom House* (near Pointe à Carey) and the *Champlain Market* are in this quarter, and are fine stone

buildings. The Church of Notre Dame des Victoires is a plain old structure near the market, which dates from before 1690. It was so named, and was decorated with trophies, in gratitude for the defeat of Sir Wm. Phipps' attack in 1690, and the terrible disaster to Admiral Walker's expedition at the Egg Islands. The Queen's Fuel Yard is below the Palace Gate, and occupies the site of an immense range of buildings erected by Bigot, 13th and last Royal (French) Intendant. Here he lived in all the feudal splendor of the old French *noblesse*, on the revenues which he extorted from the oppressed province. In 1775 the palace was captured by Arnold's Virginia riflemen, who so greatly annoyed the garrison that the buildings were set on fire and consumed by shells from the batteries of the Upper Town.

Environs of Quebec.

Point Levi is across the river from Quebec, and is a rapidly growing place, where the Grand Trunk Railway terminates. Upon the steep bluffs are two neat churches, and a short distance to the E. is a series of powerful earthworks, intended to prevent the establishment of hostile batteries within shelling distance of Quebec. 10 M. from Point Levi are the * *Falls of the Chaudière*, where that river dashes, in a sheet 350 ft. wide, down a precipice 135 ft. high. The Chaudière descends from Lake Megantic, near the Maine frontier, passing through the Canadian gold-fields. Arnold's hungry and heroic army followed the course of this river from its source to its mouth. (See page 313).

Cap Rouge is 9 M. from Quebec, and may be reached by the Grande Allée, passing out of the St. Louis Gate. The road leads by the Canada Military Asylum, Parliament House, and the jail, and near the toll-gate (on the l.) is seen a monument inscribed, "Here died Wolfe, Victorious." The scene of the Battle of the Plains is on either hand, and the Plains of Abraham stretch away to the S. There are four Martello Towers on the neighboring fields, each built in a circular form and of heavy masonry, while the massive stone jail, being provided with long lines of loopholes, is an efficient outwork. About 2 M. out, the *Mount Hermon Cemetery* is passed, with the elegant Chapel of St. Michael, and the whole distance between the city and Cap Rouge is lined with fine old villas of the *noblesse* and gentry of Lower Canada. Redclyffe Mansion is on the cape, near where Roberval wintered in 1541, and in the same vicinity batteries were erected by Montcalm and Murray. In returning to the city, it is best to turn to the l. at St. Albans, and gain the Ste. Foy road. The broad and smiling valley of the St. Charles is overlooked from this road, and Lorette may be seen in the distance. As the city is nearly

approached, on the l. is seen a monumental column surmounted by a statue of Bellona (presented by Prince Napoleon), which marks the site of the fiercest part of the Second Battle of the Plains, when De Levis defeated Murray (1759). The monument was dedicated with great pomp in 1854, and stands over the grave of many hundreds who fell in the fight. Passing now the handsome Finlay Asylum and several villas, the suburb of St. John is entered.

Indian Lorette is 9 M. from Quebec, by the Little River Road. It is an ancient village of the Hurons ("Catholics and allies of France"), and the present inhabitants are a quiet and religious people in whom the Indian blood predominates, though it is never unmixed. The men hunt and fish, the women make bead-work and moccasins, and the boys earn pennies by dexterous archery. The Lorette Falls, near the village, are very pretty, and a few miles farther inland are the Lakes of Beauport and St. Charles. The latter is 4 M. long, and is famed for its red trout and for its remarkable echoes.

Charlesbourg, 4 M. from Quebec, is an ancient village, with two Catholic churches, situated on a pleasant and picturesque road. In the vicinity is the *Hermitage*, or Château Bigot, a gray and romantic ruin at the foot of Mt. des Ormes, where Bigot, the last intendant of Canada, kept and visited a lovely Algonquin girl, until his wife discovered the secret, and soon thereafter the Indian maiden was cruelly murdered.

The * * **Falls of Montmorenci** are about 8 M. from the city, by a road which crosses the St. Charles River, passes several fine old mansions, and traverses the long, straggling village of *Beauport*, with its stately church and roadside crosses. The falls are 250 ft. high and 50 ft. wide, — a solid and compact mass of water incessantly plunging over a precipice of black rock, with clouds of mist and a deafening roar. The Montmorenci flows into the St. Lawrence a short distance below. Near the falls is Haldimand House, formerly occupied by the Duke of Kent, Queen Victoria's father; and on the cliffs by the river are seen the towers of a suspension bridge which fell soon after its erection, hurling three persons into the fatal abyss below. A small fee is charged for entering the fields to view the falls, and the tourist must be careful, not only to visit the pavilion near the falls (which commands also a charming view of Quebec), but to insist on being conducted to a position low down on the shore, from which the stupendous plunge of the Montmorenci may best be seen. About 1½ M. above the falls are the *Natural Steps*, where the river has cut the ledges into a similitude to steps, meanwhile contracting its channel. The views on the road back to Quebec are very beautiful. At the foot of these falls an immense ice-cone (sometimes 200 ft. high) is formed every winter. (See *Railways*, on page 375.)

Ste. Anne is 24 M. below Quebec (tri-weekly steamers), and has a small

inn. 6-7 M. from the inn are the beautiful *Falls of Ste. Anne,* below which the river of the same name dashes down through a dark and sombre ravine. The *Falls of St. Fereol,* the Seven Falls, and other remarkable objects, are in this vicinity, while just W. of the village is Mt. Ste. Anne, a picturesque summit 2,687 ft. high. Lake St. Joachin is a few miles distant, and abounds in trout, while 6-8 M. below is the bold mountain-promontory called *Cap Tourmente.* Within the village is the beautiful pilgrimage-church of Ste. Anne, where it is said that many surprising miracles have been wrought by relics of La Bonne Ste. Anne (which are kept in a crystal globe). Crutches and other helpers of the sick and deformed are hung upon the walls of the sacristy, their owners having been made whole, while numerous rude votive pictures adorn the chapels. *Château Richer* is W. of Ste. Anne, and has the ruins of a Franciscan monastery on a bold point over the river. This monastery was built in 1695, and was so sturdily defended against Gen. Wolfe (even the monks fought) that he was obliged to destroy it by cannonading. From the parish-church, near the ruins, beautiful views are gained of L'Ange Gardien, Cape Diamond, and the *Isle of Orleans,* "the Garden of Lower Canada." This isle is 20 M. long and 6 M. wide, and is famed for its rich soil. Cartier, in 1535, named it the Isle of Bacchus, and in 1676 it was made into the Earldom of St. Laurent.

The Saguenay River (Tadousac) is 134 M. from Quebec, and steamers run semi-weekly. Below the St. Marguerite Islands (of which Goose and Crane are the largest), the St. Lawrence attains and keeps a width of about 20 M. with 18 ft. tides, and with seals, porpoises, and whales playing in the clear salt water. The Isle of Orleans is passed on the N., and the quarantine stations on *Grosse Isle* are seen, near the vast promontory of Cap Tourmente. The *Isle aux Coudres* has a population more purely Norman in its blood and habits than any other in Canada. Ste. Anne, on the S. E. shore, has a Catholic College (French), and *Malbaie* (Murray Bay), 80 M. from Quebec, is a favorite summer-resort for the better classes of the French Canadians. The steamer crosses to *Rivière du Loup,* the terminus of the Grand Trunk Railway on the E.; 6 M. from which is **Cacouna** (St. Lawrence Hall, &c.), the Newport of Canada, where thousands of visitors enjoy sea-bathing during the heats of summer. A railway runs from Rivière du Loup to the *Grand Falls* of the St. John River (see page 323). The steamer now crosses the wide river to *Tadousac* (large summer-hotel), a post of the Hudson's Bay Company at the mouth of the Saguenay River. Tadousac was early fortified by the French; it was the residence of Père Marquette, who explored the Mississippi Valley; and it now has a venerable Catholic church, which is said to be more than 2½ centuries old. The vast cañon through which the Saguenay rolls its black waters is now entered, and lofty peaks and palisades tower

on either side. After passing La Boule and the Profiles, 34 M. above Tadousac, the majestic ***Cape Trinity** and **Cape Eternity** rise on the S. to the height of 2,000 ft. each, guarding the entrance to Trinity Bay. The water at the base of these peaks is over 600 fathoms deep.[1]

"Suddenly the boat rounded the corner of the three steps, each 500 ft. high, in which Cape Eternity climbs from the river, and crept in under the naked side of the awful cliff. It is sheer rock, springing from the black water, and stretching upward with a weary, effort-like aspect, in long impulses of stone marked by deep seams from space to space, till, 1,500 ft. in air, its vast brow beetles forward, and frowns with a scattering fringe of pines. . . . . The rock fully justifies its attributive height to the eye, which follows the upward rush of the mighty acclivity, steep after steep, till it wins the cloud-capt summit, when the measureless mass seems to swing and sway overhead, and the nerves tremble with the same terror that besets him who looks downward from the verge of a lofty precipice. It is wholly grim and stern; no touch of beauty relieves the austere majesty of that presence. At the foot of Cape Eternity the water is of unknown depth, and it spreads, a black expanse, in the rounding hollow of shores of unimaginable wildness and desolation, and issues again in its river's course around the base of Cape Trinity. This is yet loftier than the sister cliff, but it slopes gently backward from the stream, and from foot to crest it is heavily clothed with a forest of pines. The woods that hitherto have shagged the hills with a stunted and meagre growth, showing long stretches scarred by fire, now assume a stately size, and assemble themselves compactly upon the side of the mountain, setting their serried stems one rank above another, till the summit is crowned with the mass of their dark green plumes, dense and soft and beautiful; so that the spirit, perturbed by the spectacle of the other cliff, is calmed and assuaged by the serene grandeur of this." — From W. D. Howells's *A Chance Acquaintance.*

Statue Point and Les Tableaux are next passed, and then *Ha Ha Bay* is reached, with its two small villages, 35-40 M. above which is *Chicoutimi*, at the head of ship navigation. 60 M. farther W., in the bosom of a vast and desolate wilderness, is the reservoir of the Saguenay, the great Lake of St. John.

From Quebec to Springfield, Hartford, New Haven, and New York, see Route 24. From Quebec to Boston, by Lake Memphremagog, White River Junction, and Concord, see Routes 24 and 29; to Boston, by way of Gorham, Portland, and the sea-shore, see Routes 40 and 37; or by way of Gorham, Portland, and Lawrence, see Routes 40 and 38.

[1] In recent maps and descriptions the name of Eternity has been given to the N. cape, and Trinity to the other. This is not correct, for the N. cape was named *La Trinité* by the Jesuits, on account of its union of three vast sections into one mountain. It is known by that name among the old pilots and river-people.

The Quebec & Lake St. John Railway runs from Quebec to Roberval (*Hotel Roberval*), on Lake St. John, far in the northern wilderness. Steamboats ply about the lake, calling at the French-Canadian villages.

57. Boston to Niagara Falls.

By the Boston & Albany R. R. and the N. Y. Central & Hudson River R. R. in 507½ M.

This route has long formed one of the favorite excursions from New England, and passes through a fine diversity of scenery. The densely populated Eastern counties of Mass. are succeeded by the rich agricultural lands of Worcester County; and the chief inland cities of the Bay State — Worcester, Springfield, and Pittsfield — are passed in succession. Beyond the picturesque scenery of the Berkshire Hills, the line descends into the fair Hudson River valley, and crosses the broad Hudson at Albany.

Chief Stations. — Boston; S. Framingham, 21 M.; Worcester, 44; W. Brookfield, 69; Palmer, 83; Springfield, 98; Westfield, 108; Chester, 126; Pittsfield, 151; Chatham, 177; Albany, 202. N. Y. Central R. R. — Albany; Schenectady, 219 M. (from Boston); Amsterdam, 235; Fort Plain, 260; Little Falls, 275½; Utica, 297; Rome, 311; Oneida, 324; Syracuse, 350½; Weedsport, 371; Palmyra, 408½; Rochester, 430½; Spencerport, 440; Holley, 453; Medina, 471; Gasport, 481; Lockport, 487; Suspension Bridge, 506; Niagara Falls, 507½.

For a description of the route from Boston to Springfield, see Route 24 (page 124); and from Springfield to Albany, see Route 22 (page 141).

The N. Y. Central R. R. "traverses the garden of N. Y. State, rich in agricultural and industrial resources, and teeming with a large population." Beyond the great cattle-yards of W. Albany the train reaches the Mohawk River and the city of **Schenectady** (*The Edison*), a quaint old place, with 20,000 inhabitants and large iron-works. It was founded in 1662, and was destroyed by the French in 1690, after a terrible massacre of the citizens. On the r. are seen the buildings of Union University (formerly Union College), an old and richly endowed institution over which Eliphalet Nott presided from 1804 until 1866. Beyond the alluvial plains of Glenville the train reaches *Amsterdam* (Central House), a thriving factory-city of 18,000 inhabitants, situated in a fertile country.

Tribes' Hill was the council-ground of the valiant Mohawks, who aided the early English and Dutch settlers, and waged sanguinary war against the French, even to the extent of destroying Montreal. In this vicinity were the mansions of the powerful Johnson family, whose influence over the Indians was almost boundless. Sir William Johnson commanded the forces at the Battle of Lake George (see page 356); and Sir John declared against America at the outbreak of the Revolution, and led his tenantry and Indian allies in destructive raids through Central New York.

Fonda (*Fonda Hotel*) is a pleasant village of Dutch origin, and is the capital of Montgomery County. A branch railroad runs thence 10 M. N. by Johnstown to *Gloversville*, which is famous for its glove-manufactories. The train passes the high hills called The Noses, and at *Palatine Bridge* (settled by Palatine Germans in 1713) the pretty hamlet of Canajoharie

is seen on the l. bank of the Mohawk. Daily stages run thence 12 M. S. to the favorite summer-resort of **Sharon Springs** ("the Baden Baden of America"). *Fort Plain* (Union Hall) is a large village in the centre of a district which is rich in the history and legends of the old wars. After crossing the E. Canada Creek the line traverses the Manheim intervales and reaches **Little Falls** (*Benton House*), a busy factory village picturesquely built in the narrow gorge where the rapid Mohawk breaks through a rocky ridge 600 ft. high. Great quantities of rich cheese are forwarded from this point, and also from the next station, *Herkimer* (the capital of Herkimer County). **Ilion** is the seat of the Remington rifle-factory, where large armaments have been made for Egypt, Japan, Rome, Denmark, Spain, Sweden, and the S. American republics. During 7 months of the Franco-Prussian War the works ran night and day, and made 155,000 rifles for France. Crossing the Mohawk River the train reaches **Utica** (* *Butterfield House; Baggs' Hotel*), a thriving city of 44,000 inhabitants, with 34 churches, 5 banks, and 3 daily papers. There is a large Welsh and German population here; and the manufactures of the city are manifold and lucrative. In the W. suburb are the imposing buildings of the State Insane Asylum.

* **Trenton Falls** (* *Moore's Trenton Falls Hotel*) are 17 M. N. W. of Utica by the Utica & Black River R. R. (in 40 min.; fare, 75c.), and are of rare and picturesque beauty. They are formed by the W. Canada Creek, which here descends in a profound limestone ravine, and have a singular appearance by reason of the amber color of the water. The hotel and falls are 1 M. from the station (carriages, 50c.). The *Sherman Falls* are the first approached, and 800 ft. beyond are the * *High Falls*, the finest point in the series. Above this place is the great romantic rock-hall called the Alhambra; and still farther up the creek is the Prospect Fall. The railroad runs N. from Trenton Falls to *Boonville* and *Lowville*, the favorite entrances to John Brown's Tract (see Osgood's *Middle States*, page 155).

Richfield Springs (* *Spring House; Earlington*) is reached from Utica by the D., L. & W. R. R. in 35 M., and is one of the chief summer resorts of Central N. Y. The sulphur-waters of Richfield are unpleasant to the taste, but are very efficacious in ameliorating cutaneous disorders. The village is pleasantly situated in Otsego County, near Schuyler Lake and Otsego Lake, the home of Cooper, and has summer quarters for 2,500 guests.

Beyond Whitesboro' and Oriskany the train enters the city of **Rome** (*Stanwix Hall; American*), a manufacturing centre with 15,000 inhabitants, at the confluence of the Erie and the Black River Canals. Rome is on the site of Fort Stanwix, which sustained an heroic siege in 1777; and to the E. occurred the fatal battle of Oriskany, where the valley militia

were ambuscaded by the Indians and suffered heavy losses. Stations, *Verona*, near the Verona Springs, and N. of the Oneida Reservation; *Oneida* (Eagle Hotel), at the crossing of the Midland R. R., and just N. of the Oneida Community; *Canastota*, celebrated for its manufacture of delicate philosophical instruments; and *Chittenango*, where many summer visitors sojourn in order to avail themselves of the celebrated magnesia and sulphur waters (White Sulphur Springs Hotel).

Syracuse (*Globe Hotel; Vanderbilt House*) is midway between Albany and Buffalo, and is situated at the foot of Onondaga Lake. It has 88,000 inhabitants, 40 churches, and 9 banks; and is the seat of extensive manufactures. On the heights to the S. are the spacious new buildings of the Syracuse University, a well-endowed Methodist institution; and fine views of the city and lake are enjoyed from their vicinity. The **Salt Springs** are N. W. of Syracuse, near the shore of the lake, and are worthy of notice. There are 24 wells of brine (from immense subterranean deposits of rock-salt) belonging to the State, and yielding 8–9,000,000 bushels of salt yearly. **Onondaga Lake** is a narrow and unattractive sheet 6 M. long and 361 ft. above the sea. Its history is full of interest and is diversified with the adventures of the French, Spanish, English, and Onondaga sojourners in this region. Beyond Syracuse the train crosses Wayne County, famous for its peppermint; and from **Lyons** (*Congress Hall*) 100,000 pounds of peppermint oil are shipped yearly. Near Palmyra arose the sects of the Mormons and Spiritualists, so extensively known in recent times.

Rochester (**Powers Hotel; New Osburn House*) is a handsome modern city of 134,000 inhabitants, favorably situated on the Genesee River. It is called the "Flour City" on account of its flour-mills, which are the largest in the world (having an annual capacity of 1,000,000 barrels); and also the "Flower City," by reason of its immense nurseries covering thousands of acres with masses of brilliant flowers (fruits and plants to the value of $2,500,000 are exported hence annually). The * *Powers Buildings* are the finest commercial buildings between New York and Chicago, and contain a large gallery of average American paintings. From the tower (175 ft. high) on their top is gained a fine view of the city and the lake. Near the Powers Buildings are the fine structures of the City Hall, Court House, and High School. The University of Rochester has stone buildings fronting across a verdant campus on University Ave.; and its geological cabinets are the best in the U. S. This institution pertains to the Baptist Church; and the same sect controls the Rochester Theological Seminary, whose rich library (15,000 volumes) includes the library of Neander, the German church-historian. 1 M. N. of the city are the extensive buildings of the Western House of Refuge, for the reformation of youthful criminals. The Erie Canal crosses

the Genesee (near the Buffalo St. Bridge) on a fine aqueduct of cut stone which cost $600,000. The * *Mount Hope Cemetery* is a beautiful and attractive burying-ground S. of the city, near the river; and has picturesque hills and groves, and a far-viewing observatory-tower. The **Genesee Falls** are within the city, and are interesting in an industrial point of view. The upper fall has 96 ft. of depth, and is picturesque in high water. The great water-power derived from this fall gives Rochester its importance as a manufacturing city. The middle falls are 1½ M. below, and are 25 ft. deep; while the lower falls descend 84 ft., and are the most picturesque of the series. Some trains go from Rochester to Niagara Falls by Albion, Medina, and Lockport; others by Batavia to Buffalo and the Falls.

Buffalo (* *Niagara Hotel*, on the heights overlooking Lake Erie, $4 a day; * *Hotel Iroquois*, fire-proof, in the centre of the city, European plan) is a handsome and enterprising city of 255,664 inhabitants (in 1890), with a park system designed by F. L. Olmsted, 70 M. of asphalt-paved streets, and the imposing buildings of the City Hall ($1,350,000), Music Hall, Buffalo Library, and State Insane Asylum. Buffalo is one of the greatest of railway centres, and has more miles of track within its limits than any other city in the world. Its lake commerce is immense, and brought to this harbor 160,000,000 bushels of grain and flour in 1891, besides lumber and live-stock. The yearly products of the factories reach $50,000,000.

58. Niagara Falls.

Hotels. — International Hotel and Cataract House, each $3 to $4 a day, near the American Rapids.

and many smaller houses. On the Canadian shore is the * Clifton House, $4 to $4.50 a day. The public-carriage service at the Falls has lately been carefully regulated and much improved, and now leaves little to be desired.

Carriages. — The hackmen of Niagara have been a source of continual annoyance to visitors by their importunity and extortion. They may easily be shaken off by a prompt and firm refusal: and gentlemen who wish to ride with them should make an explicit verbal contract before starting, — in which the places to be visited, the time to be taken, and the compensation should be distinctly understood by both parties. There is then but little danger of trouble. The tolls on the bridges and roads are paid by the tourist. No reliance should be placed on the hackman's statement of distances. A buggy and driver may be hired for $5 a day. The trip on the Canadian side includes the Table Rock, the Burning Spring, Lundy's Lane, the lower Suspension Bridge, and the Whirlpool (and sometimes Brock's Monument on Queenston Heights). There is but little need of a carriage on the American shore unless Niagara City is visited, — Goat Island and Prospect Park being more easily and pleasantly traversed on foot. The recent action of the New York and Canadian Governments has (at great cost) redeemed the neighborhood of the Falls, on both sides, from unworthy intrusion. The American shores are occupied by the New York State Park, and the Canadian side by the Queen Victoria Park. These (and Goat Island) are free to all visitors.

The New-York State Park, of 115 acres, and the Queen Victoria Park include all the shores about the falls, and have been established by the New York and Canadian governments, at a cost of millions of dollars, to give all persons free access to the view-points, and to remove disfigurements.

Park-carriages run from Prospect Park every six minutes, to the places of interest along the Rapids and around Goat Island. The round trip costs 15 cents (2½ M.), and the tourist may alight at Luna Island, the Cave of the Winds, the Horse-Shoe Fall, and the Three Sisters, and continue his journey on later carriages, without extra cost.

Shops for the sale of bead-work, baskets, fans, photographs, minerals, spar and agate jewelry, etc., abound in various parts of the village. Many of these articles are manufactured by the Tuscarora Indians, who live on a reservation 7 M. distant. Indian squaws are seen at different points selling these wares, which are generally pretty and inexpensive.

The extortions at Niagara have become world-famed, and are much exaggerated. It is true that the tourist is called upon to pay at nearly every step in the vicinity of the Falls (on the American side), but then he is continually using facilities and improvements which have cost large amounts of money and are only remunerative for a few months in the year. The Falls and their surroundings are frequently "done" by parties in a single day; and as many rare and curious objects are seen as would be found in weeks of ordinary travel. The payment must be in some degree commensurate. Tourists who remain several days or weeks at Niagara can avail themselves of season-tickets to various points at low rates, and their expenses need be no greater than they would be at New York or Newport. Much of the extra expense at Niagara is due to the fact that the majority of tourists here indulge in luxuries which are neither necessary nor customary. Nowhere are carriages so needless as here, since the distances are short and the roads are unmistakable. A gentleman travelling *en garçon* may spend 2 days here for less than $10, by avoiding some of the less interesting (yet always expensive) localities; by being satisfied with comfortable, instead of luxurious, hotel-accommodations; and by walking, as he would at home. Arriving at the Falls in the morning, the day should be devoted to the American side and principally to Goat Island (good dining-saloon in the village). Crossing to the Canadian shore at evening, the second day should be given to that side.

"It was not until I came on Table Rock, and looked — Great Heaven — on what a fall of bright green water! — that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one — instant and lasting — of the tremendous spectacle was Peace. Peace of Mind — Tranquillity — calm recollections of the Dead: Great Thoughts of Eternal Rest and Happiness — nothing of Gloom or Terror. Niagara was at once stamped upon my heart, an Image of Beauty to remain there changeless and indelible until its pulses cease to beat forever. . . . . I think in every quiet season now, still do those waters roll and leap, and roar and tumble all day long; still are the rainbows spanning them a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream seem to die as it comes down, and always from the unfathomable gulf rises that tremendous ghost of spray and mist which is never laid, which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge — Light — came rushing on creation at the Word of God." (DICKENS.)

NIAGARA FALLS are situated on the Niagara River, 22½ M. from Lake Erie, and 13½ M. from Lake Ontario. The river is the outlet of the great lakes of the West, and has a width of about 4,000 ft. at this point. It is held by scientists that the Falls formerly occupied a position near Lewiston, but have receded to their present location in about 30,000 years, by wearing out the ledges with incessant beating. Remarkable displays of ice-cones and icicles are witnessed here in winter; and in 1848 the Falls were nearly dried up by reason of an ice-dam which held back the river at the efflux from Lake Erie.

*** Goat Island** is 5 min. walk from the R. R. station, and is reached by an iron carriage-bridge 360 ft. long, whence is gained a fine view of the white and turbulent Rapids, which fall 51 ft. in a course of ¾ M., and attain a velocity of 30 M. an hour, —

"like a battle-charge of tempestuous waves, animated and infuriated against the sky." Beyond *Bath Island* the road reaches Goat Island, whose sequestered groves are the goal of "that great circle of newly wedded bliss, which, involving the whole land during the season of bridal tours, may be said to show richest and fairest at Niagara, like the costly jewel of a precious ring" (see Howells's "Their Wedding Journey"). The path to the r. from the bridge leads (in 5 min.) to the foot of the island and the verge of the * **Centre Fall,** whence a foot-bridge conducts to *Luna Island,* a rocky islet between the Centre and American Falls. The * **American Fall** stretches away from Luna Island for 1,200 ft., with a perpendicular plunge of 164 ft.; and the visitor can stand within a span of its curve. Fine lunar bows are seen here on nights when the moon is full. At this end of Goat Island is a stairway leading to the level of the river below the Falls. Guides and water-proof clothing are here furnished ($1.50) for persons who wish to enter the *Cave of the Winds,* a damp grotto, whose W. side is formed by the blue water of the massive Centre Fall. Double and triple concentric circular rainbows may be seen in this vicinity on a bright afternoon. The road on the summit of the cliff passes the bridges to the islet on which stood the Terrapin Tower. The * * view of the Horse-Shoe Fall from this point is one of the grandest about Niagara. The width of the Fall is nearly 2,400 ft., with a height of 158 ft. (6 ft. less than the American Fall). Near its centre is the smooth dark-green current which marks the deepest water of the Falls, — over 20 ft.

The term "Canadian Fall" is often applied to the waters W. of Goat Island, but it is inexact, since the national boundary passes down the centre of the Horse-Shoe, leaving fully half of the W. Falls in the domain of the Republic. The outline of this Fall has been so changed that the horseshoe curve is less apparent than formerly. In recent years large sections of the adjacent cliffs of Goat Island have fallen into the abyss below, and Gull Island, near the curve of the Falls, has been washed away. In 1827 the condemned ship *Michigan* was sent over the Horse-Shoe Falls with a cargo of animals, one of which, a sagacious bear, deserted the ship in the midst of the rapids, and swam ashore. In 1810 a salt-boat sunk off Chippewa, and 3 of the crew were carried over the Falls; in 1821, a scow and 2 men went over; in 1825, 5 more, 3 of whom were in canoes; in 1841, a sand-scow and 2 men, and 2 smugglers; in 1847, a young boy, who tried to row across above; in 1848, two children were playing in a skiff, when it got loose, — the mother, wading out, saved one, but the other was swept over, grasping the boat on each side. In 1871, 3 strangers tried to row across far above, but the current drew them in, and carried them down; and in 1873, a newly married couple, while rowing about near Chippewa, were drawn into the central current, and passed over the Falls in each other's arms. Many other disasters have occurred above and below the Falls, as if to verify the Indian tradition that Niagara demands 2 victims yearly. Two bull-terrier dogs have made the plunge over the American Falls without harm. One of them lived all winter on a dead cow which it found on the rocks below; and the other trotted up the ferry-stairs, very much astonished and grieved, within an hour from the time when he was thrown from Goat Island Bridge.

The * **Three Sisters** are rugged and romantic islets S. W. of Goat Island, and are reached by pretty suspension-bridges connected with the

road leading from Terrapin Bridge. They afford the best * view of the Rapids at their widest, deepest, and most tumultuous part, where the base of their heaviest whirl is wreathed with mist. A light bridge leads to another picturesque islet near the third Sister. "The Three Sisters are mere fragments of wilderness, clumps of vine-tangled woods, planted upon masses of rock; but they are parts of the fascination of Niagara which no one resists."

From the head of Goat Island, 1 M. up the river, is seen the white house which stands on the site of Fort Schlosser, near which, at the mouth of Cayuga Creek, Father Hennepin and La Salle spent the winter and spring of 1678–79. They built here a 60-ton vessel, the *Griffin*, and sailed up the great lakes to Green Bay (Wisconsin). Fort du Portage was afterward erected at Schlosser, and was taken by the English in 1759, after a siege, in which the French garrison destroyed their armed store-ships in Burnt Ship Bay. On *Navy Island* (near Schlosser) the Canadian insurgents of 1837 had their head-quarters, and communicated with the American shore by the steamer *Caroline*. A British force boarded the Caroline by night, and after a short struggle beat off the crew. The vessel was then set on fire, and drifted down, blazing through the darkness, to the cascades below Goat Island, where she went to pieces (some say that she plunged over the Falls in a mass of flame). Col. Allan McNab, who ordered this attack, was soon afterwards knighted. *Grand Island* is above Navy Island, and is 12 M. long and 2–7 M. wide (containing 17,240 acres). In 1820 Mordecai M. Noah endeavored to make this island a home for the scattered Hebrews throughout the world. After much legislation and wide correspondence with his compatriots, he put up a monument on the island, inscribed, "Ararat, a city of refuge for the Jews," etc. But the European Rabbins denounced the movement, and the project was abandoned.

***Prospect Park** is on the mainland, by the side of the American Fall. Its chief point of interest is a platform, inwalled by a low parapet, on the very verge of the Fall, whence the deep abyss and the broad curve of the waters may be observed in security. A railway 360 ft. long, and inclined at an angle of 33°, leads from the Park to the river below. The cars are drawn by an endless cable, which is worked by water-power. Paths lead from the base of the cliff into the spray toward the Falls; also to Point View, and to 2 small caverns nearly 1 M. distant (the path is rugged and dangerous). Near the foot of the railway the tourist enters a steamboat, which is tossed about as if on a stormy sea by the tumultuous waters. The * view of the Falls from mid-stream (or ⅓ of the way across) is awe-inspiring, and gives the full idea of their great height, which is not obtained from the banks above. This ferry was established in 1825, and no accident has ever occurred on it. The passage of the river takes 10 min., and the depth of the water on the line of transit is 180 ft. A road ¼ M. long leads from the landing to the top of the cliff, near the Clifton House (carriages are in waiting).

The ***New Suspension Bridge** is 6–800 ft. below the Falls, of which it gives a grand panoramic * view "from the beginning of the American Fall to the farthest limit of the Horse-Shoe, with all the awful pomp of the Rapids, the solemn darkness of the wooded

islands, the mystery of the vaporous gulf, the indomitable wildness of the shores, as far as the eye can reach up or down the fatal stream. . . . . Of all the bridges made with hands it seems the lightest, most ethereal; it is ideally graceful, and droops from its slight towers like a garland." That "apotheosis of industry," the white and slender fall called the **Bridal Veil,** is seen on the American shore, and is the end of "a poor but respectable mill-race which has devoted itself strictly to business, and has turned mill-wheels instead of fooling around water-lilies. It can afford that ultimate finery." The bridge was finished in 1869, at a cost of $175,000, and is the longest suspension-bridge in the world, being 1,190 ft. from cliff to cliff, and 1,268 ft. from tower to tower. The American tower (10c. for the ascent) is 100 ft. high; and the Canadian tower (ascended by an elevator; 25c.) is 105 ft. high, and commands a noble * view of the Falls and the great ravine. The terminus is near the **Clifton House,** a spacious first-class hotel which faces the entire range of the Falls. Passing from the Clifton House toward the Falls, a continuous and majestic prospect is afforded. The **Museum** (50c.) is soon approached. It contains collections of coins, minerals, Egyptian relics and mummies, casts from Ninevite sculptures, a line of grotesque wax figures, and an extensive array of stuffed birds and animals arranged in a forest-scene. There is a pleasant prospect from the upper balconies, and in the hall below is a large salesroom for *bijouterie* characteristic of Niagara. Live buffaloes are kept in the yard. Oil-cloth suits and guides are furnished here ($1) for the passage under the Horse-Shoe Fall. Termination Rock is reached near the edge of the Fall, and visitors, blinded by the spray, and deafened by the roaring of the waters, will be satisfied to return speedily. 300 ft. above the Museum is Table Rock, from which is given the grandest front ** view of the entire Falls; and time should be unlimited at this point.

In 1850 a section of this ledge, 200 × 60 ft., and 100 ft. thick, broke away, and plunged into the chasm below with a tremendous roar. An omnibus which was standing upon it went down also, and was shivered to atoms, the driver barely escaping by the warning of the splitting rocks. The remaining part of Table Rock is thought to be destined to remain firm, as there is but little overhang; although a crack 125 ft. long and 60 ft. deep was left when the great crash took place.

The * **Burning Spring** is 2 M. above Table Rock, and should be approached by the river-road, which affords a fine view of the Great Ox-Bow Rapids and the broad river above. Just above is the fine mansion and park formerly owned by Mr. Street, a retired bachelor and fervid lover of Nature, who won the ill-will of the inhabitants of this section and the gratitude of all tourists by refusing to allow mills to be erected on his wide riverward domains. The Burning Spring (40c. admission) is highly charged with sulphuretted hydrogen gas, which burns with an intermit-

tent pale-blue flame when ignited. The water is in a state of ebullition, and the spring-house is kept darkened to increase the effect. A tub with a long iron pipe through the bottom is inverted over the water, and a constant stream of gas passes through it, affording a jet of flame over 3 ft. high. The spring is at the water's edge, and overlooks the white rapids to Goat Island; while nearer at hand is Cynthia Island, joined to the Street domain by a pretty footbridge. It is best to return to the Falls by the parallel road on the heights, near the Loretto Convent, from which good views are gained, including the best overview of the Horse-Shoe. "By all odds, too, the most tremendous view of the Falls is afforded by the point on this drive whence you look down upon the Horse-Shoe, and behold its three massive walls of sea rounding and sweeping into the gulf together, the color gone, and the smooth brink showing black and ridgy." A road diverging to the l., near the Falls, leads to the hamlet of *Drummondville* (1½ M. from Table Rock), on whose heights is a tower which overlooks the battle-field of Lundy's Lane and a great extent of country, from Brock's monument on Queenston Heights to Buffalo and Lake Erie.

The * **Suspension Bridge** which connects Niagara City (so called) and Clifton, and sustains the track of the Great Western Railway, is about 2 M. N. of the Falls. It was built in 1852, under the direction of John A. Roebling, and cost $500,000. It is 800 ft. long, and 230 ft. above the river, and weighs 800 tons, being fitted to sustain a maximum weight of 7,309 tons. The first wire was drawn across by a string which had been carried over on a kite. 18 ft. above the carriage-way is the railway-floor over which the heaviest trains pass safely, causing a deflection in the curve of but 5–10 inches. On the S. W. the New Suspension Bridge and the Falls are seen, while on the N. are the white and terrible * **Whirlpool Rapids.** Just beyond the Monteagle House (American side) is a double elevator (50c.), which leads from the top of the bank 300 ft. down to the verge of these marvellous rapids, where the waters of the great lakes are compressed into a narrow gorge, and rush down with such fury that the centre of the stream is 30 ft. higher than the sides. June 15, 1867, the intrepid pilot Robinson guided the steamer *Maid of the Mist* as she shot these rapids, "like the swift sailing of a large bird in a downward flight." Her smoke-stack was beaten down, and the vessel was tossed like a leaf on the huge surges, but speedily reached the calm water below Lewiston in safety. About 1 M. below the rapids is the **Whirlpool,** situated in a circular bend of the river, and bounded by cliffs 350 ft. high. Logs and other things which are drawn into these concentric currents whirl about there for many days.

Queenston is an insignificant Canadian hamlet 6 M. N. of the Falls; above which a lofty monument was erected on the place where Gen. Brock fell in the battle of Queenston Heights. This was blown up by a scoun-

drelly refugee in 1840 ; and in 1853 the present noble * monument was dedicated. On a base 40 ft. square and 20 ft. high are 4 colossal lions, between which rises a lofty fluted shaft of sandstone. On the Corinthian capital is a relief of the Goddess of War, and above this is a dome which supports a colossal statue of Gen. Brock. The monument is 185 ft. high, and is ascended by an inner spiral stairway of 250 steps. The view from this point is extensive, and includes the tower on Lundy's Lane, a considerable sweep of the river, and the broad lake.

It is probable that the fearless Franciscan monks and the adventurous fur-traders of France had often seen the Falls at a very early day. But the first description (with a sketch) was made by Father Hennepin in 1678, who gave them a height of 600 ft., saying also : "Betwixt the Lakes Erie and Ontario there is a vast and prodigious cadence of water which falls down a surprising and astonishing height, insomuch that the universe does not afford its parallel. . . . . The waters which fall from this horrible precipice do foam and boil after the most hideous manner imaginable, making an outrageous noise, more terrible than that of thunder ; for when the wind blows out of the S. their dismal roaring may be heard more than 15 leagues. The river Niagara, having thrown itself down this incredible precipice, continues its impetuous course for 2 leagues together . . . . with an inexpressible rapidity. . . . . The two brinks of it are so prodigious high that it would make one tremble to look steadily upon the water rolling along with a rapidity not to be imagined." Before this visit the peaceful Kahkwa tribe (called the Neuter Nation) had been driven from the region, and the Senecas had replaced them, but did not dwell near the cascades (Hennepin thinks they feared to be made deaf by "the horrid noise of the Fall"). In 1687 the Baron La Hontan visited the Falls, and reported them to be 7 – 800 ft. high and 1½ M. wide. The name Niagara is said to mean "Thunder of Waters." In 1678 La Salle entered the river (with 16 men, in a 10-ton brigantine) singing the *Te Deum*, and the next year sailed from above the Falls in the first vessel on the Great Lakes. In 1687 a fort was built at Niagara by the Marquis De Nonville ; and in 1750 Fort du Portage was erected above the Falls. This was taken in the year of the Conquest of Canada, and was strengthened under the name of Fort Schlosser. In 1763 occurred a horrible massacre at Devil's Hole, 3½ M. S. of the Falls, when a large force of Senecas ambushed a commissary-train with a strong escort, on the shore of Bloody Run. But 2 of the train-guards escaped, while the supports which were hurried from Lewiston to the sound of the firing were nearly all put to the tomahawk in a second ambush. Many of the victims were cast alive from the lofty cliffs into the boiling Niagara, and their horses and wagons were hurled down after them.

"O'er Huron's wave the sun was low,
The weary soldier watched the bow
Fast fading from the cloud below
The dashing of Niagara.

And while the phantom chained his sight,
Ah! little thought he of the fight, —
The horrors of the dreamless night,
That posted on so rapidly."

The *Battle of Niagara Falls*, or Lundy's Lane, was fought July 25, 1814, on the heights 1½ M. W. of the Falls. Several days after the victory at Chippewa, Scott advanced with 1,200 men, and engaged the British at Lundy's Lane. He supposed that but a small force was before him, but in reality it was the whole hostile army. Jessup's 25th Regulars charged through the lines of Wellington's veterans and captured Gen. Riall and his staff, and at 9 in the evening the rest of the army reinforced Scott. A little later, Col. Miller and the 21st Regulars advanced up the heights in the moonlight and stormed the British batteries above. After a terrible hand-to-hand contest with the infantry supports, Miller held the hill, with 7 pieces of British artillery, and repulsed 4 charges of the enemy. When the last British assault was disastrously repulsed, the Americans remained in possession of the enemy's positions and guns. Later in the night they retired a short distance from the field and battery, which were reoccupied by the royalists. There were 2,600 Americans in this battle (of whom 852 were lost), and 4,500 British (of whom 878 were lost). The Battle of Niagara Falls "has few parallels in history

in its wealth of gallant deeds. It was fought wholly in the shadows of a summer evening between sunset and midnight. . . . . Above was a serene sky, a placid moon in its wane, and innumerable stars, — a vision of Beauty and Peace; below was the sulphurous smoke of battle, ... out of which came the quick flashes of lightning and the bellowing of the echoes of its voice, — a vision of Horror and Strife. Musket, rocket, and cannon, cracking, hissing, and booming; and the clash of sabre and bayonet, with the cries of human voices, made a horrid din that commingled with the awful, solemn roar of the great cataract hard by, whose muffled thunder-tones rolled on, on, forever, in infinite grandeur when the puny drum had ceased to beat, and silence had settled upon the field of carnage. There the dead were buried, and the mighty diapason of the flood was their requiem." (LOSSING.)

59. Niagara Falls to Toronto and Montreal.

The St. Lawrence River.

Some tourists prefer to go to Hamilton or to Charlotte (Rochester) by rail, and there to take the steamer; and numerous other combinations of rail and water navigation are made. Perhaps the favorite route is by cars (twice daily) along the profound gorge of the Niagara to *Lewiston*, whence a steamer descends the river, with fine retrospects of the gorge and the monument-crowned heights of Queenston. At the mouth of the river the American and Anglo-Canadian forts are seen; and fronting on the lake is *The Queen's Royal Niagara Hotel*, a favorite summer resort for the aristocracy of Toronto. Running thence N. W. for 30 M. across Lake Ontario, the steamer reaches

Toronto.

Hotels. — *Rossin House, $3 a day; Queen's Hotel, Front St., $3; Mansion House, corner King and York Sts., $1.50–2; Revere; American; Albion. *Amusements* at the Royal Lyceum Theatre, and at Shaftesbury Hall. *Post-Office*, on Adelaide St., at the head of Toronto. *Y. M. C. A.*, corner of King and James Sts.

Railways. — Grand Trunk, to Montreal (333 M.) or Detroit (231 M.); Great Western, to Niagara Falls (82 M.) and Detroit (225 M.); Northern, to Orillia (on Lake Simcoe; 86 M.) and Meaford (on Georgian Bay; 115 M.); Toronto, Grey, & Bruce, to Owen Sound (on Georgian Bay; 178 M.); Toronto & Nipissing, to Coboconk (88 M.). *Steamers* leave semi-daily for Hamilton and for Montreal; once daily for Lewiston; and once daily for Port Dalhousie.

Carriages, 25c. a course; $1 an hour. *Horse-Cars* traverse King, Yonge, and Queen Sts. to Trinity College and the Lunatic Asylum.

TORONTO, the capital of the Province of Ontario and the "Queen City of the West," is situated on a low sandy plain on the N. W. shore of Lake Ontario, between the Don and Humber Rivers. The harbor is safe and commodious, and is protected by a sandy bar (7 M. long, and 2½ M. from the shore) which terminates at Gibraltar Point. Toronto is the chief city of Upper Canada, and has 182,000 inhabitants, 54 churches, 10 banks, and 5 daily papers. There are 3 large grain-elevators on the water-front; and the most conspicuous object to a traveller approaching by water is the fine building of the Union Railway Station, with its tall towers. The principal streets are King and Yonge (the latter of which runs N. for 33 M.), and the city is laid out with great regularity.

The * **University** is reached from Queen St. by College Ave., which is 4,000 ft. long and 120 ft. wide, and is lined with double rows of shade-trees. The buildings (open 2–5 P. M.) form the 3 sides of a quadrangle 250 ft. square, and are of gray rubble-stone, trimmed with Ohio and Caen stone. The University is the finest specimen of Norman architecture in America, and is bold and imposing in its outlines. In the centre of the S. front is a massive tower 120 ft. high, with the main portal and great window covered with all the wealth of Norman decoration. The massive columns of the vestibule, and the Convocation, Library, and Museum halls, with their pointed oaken roofs and grotesquely carved corbels, are worthy of notice. To the E. is the **Queen's Park,** a pleasant domain of 50 acres, which has been leased to the city for 999 years. It is adorned with a costly monument to the Torontonians who were killed during the Fenian foray in 1866; and also with a fine bronze statue of Queen Victoria, near the trophy-cannon from Sebastopol.

* **St. James Cathedral** is a stately Episcopal church on the corner of King and Church Sts. It is in the early English Gothic architecture, and is pleasantly secluded among fine old trees. The massive tower has been crowned with a spire 325 ft. high, and the open timber roof is 70 ft. above the floor of the nave. The stained glass of the lancet-windows in the chancel is very brilliant. Opposite the Cathedral, and beyond St. Lawrence Hall and Market, is the *City Hall.* To the N., beyond the College of Technology and the Mechanics' Institute, is the elegant and ornate building of the *Metropolitan Wesleyan Church,* near St. Michael's Cathedral (Catholic). The *Normal School* occupies a fine Palladian building, and is near the Model Schools and the Educational Museum, surrounded by 7½ acres of finely adorned grounds. The new *Post-Office* is at the head of Toronto St., and the *Masonic Hall* (on Toronto St.) has a costly and ornate front of Ohio stone. * **Osgoode Hall** is a stately Government building (on Queen St.) in classic architecture, and is used for the Superior Courts of the Province. Near the Union Railway Station are the old *Provincial Parliament Buildings,* and the homely halls of the *Upper Canada College.*

Trinity College is W. of the city (Queen St. horse-cars), and has gabled and turreted buildings in 15th-century pointed architecture, situated in a park of 20 acres which overlooks the bay. It was founded by Bishop Strachan in 1851. In this vicinity is the spacious building of the *Provincial Lunatic Asylum,* surrounded by 200 acres of ornamental grounds, S. of which is the exposition building called the *Crystal Palace.* The *General Hospital* is a large building on the E. of the city, near the Victoria Medical College. The Loretto Abbey (45 nuns; on Wellington Place) and the Convent of the Most Precious Blood (on St. Joseph St.) are interesting Catholic institutions.

The steamers leave Hamilton daily at 9 A. M., and Toronto at 2 P. M. They reach Port Hope at 6.50 P. M.; Kingston at 5.30 A. M.; Gananoque at 7 A. M.; Brockville at 9.30; Prescott at 10.30; Cornwall at 1.20 P. M.; and Montreal at 6.45 P. M. State-rooms should be secured as early as possible; and travellers should be awakened on leaving Kingston, in order to see the Thousand Islands.

Passing the Scarboro' Highlands and Darlington port and harbor at about supper-time, the steamer reaches **Port Hope** (*St. Lawrence Hall*), a pretty village of Durham County. It is located in a narrow valley which is overlooked by the hill of Fort Orton, and is surrounded by a good farming country. There are 5,400 inhabitants, 7 churches, and 3 weekly papers; and the buildings of Trinity College are seen on the hill to the E. The *Midland Railway* runs thence N. W. to Beaverton and Orillia (66 and 87 M.), on Lake Simcoe; also 40 M. N. to Lakefield, whence steamers ascend "a chain of beautiful lakes stretching N. halfway to the Arctic Sea." **Cobourg** is reached at late twilight, and is a pretty town of 5,000 inhabitants, with a large trade in shipping lumber, iron ore, and grain to the U. S. In the N. is *Victoria College*, a prosperous Wesleyan university (150 students), with neat buildings in a park of 9 acres. A railroad runs 13 M. N. to Harwood, on the many-islanded Rice Lake, whence steamers ply (on Rice and Marmora Lakes) to Peterborough (tri-weekly; 30 M. N.) and Blairton. Daily steamers run from Cobourg to Charlotte (see page 390). After leaving Cobourg the Montreal steamer passes well out into the lake to avoid the peninsular county of Prince Edward. At early dawn Amherst Island is passed, and by daylight the broad harbor of Kingston is entered.

Kingston (*British American Hotel*) is the chief city of Frontenac County, and is favorably situated at the confluence of the Cataracqui and St. Lawrence Rivers, at the foot of Lake Ontario, and above the head of the Thousand Islands. It has 20,000 inhabitants, 12 churches, 2 small cathedrals, 2 daily papers, and numerous manufactories. It ranks, as a fortress, next to Quebec and Halifax, and its harbor is defended by strong batteries, the chief of which is Fort Henry, on Point Frederick. The bay is very broad and deep, sheltered by Wolfe and Garden Islands; and there are provisions for making here an extensive naval depot in time of war. W. of the city is the Queen's University, a Presbyterian institution, with faculties of arts and theology. The Catholic College of Regiopolis has handsome buildings, and the Royal College of Physicians has 11 professors and good collections. The *Penitentiary* is 2 M. W., and has 5–600 convicts; and the *Rockwood Insane Asylum* is a national institution in fine buildings near by. Kingston was founded by De Courcelles in 1672, and after the British occupation it was made the capital of Upper Canada. Just beyond Kingston begins the *Lake of the Thousand Islands*, which is diversified by over 1,800 islands and islets, affording the

most picturesque and romantic scenery. The chief summer resort of the Thousand Islands is *Alexandria Bay*, a village of New York State, where there are two first-class hotels (*Thousand Islands House; *Crossmon House). After traversing the narrow channels of the archipelago for forty miles, the steamer reaches *Brockville*, a large Canadian village whence lumber and iron are shipped to the U. S. Small steamers run from this point through the Thousand Islands; and a steam ferry-boat crosses every half-hour to Morristown, a N. Y. hamlet. Below Brockville the open river is entered, and is followed, by Maitland, to *Prescott* (Daniel's Hotel), a sombre stone-built village near the dilapidated bastions of Fort Wellington. On the opposite shore is the prosperous American city of **Ogdensburg** (*Seymour House*), with 12,000 inhabitants and great flour and lumber mills. The city is at the confluence of the St. Lawrence and Oswegatchie Rivers, and is regularly laid out and handsomely built, its streets being so completely lined with trees as to have won for it the name of "the Maple City." The St. Jean Baptiste church, the dome of the U. S. Post-Office, and the lofty elevator which terminates the long wharves are prominently seen from the river. Ogdensburg was founded as a mission-station, in 1748, by the Abbé Piquet, the patriarch of the Five Nations, was surrendered to the U. S. in 1796, and was captured by Canadian troops in 1813.

The *St. Lawrence & Ottawa R. R.* runs 54 M. N. from Prescott, through an uninteresting region of forests and rugged clearings, and reaches **Ottawa** (*Russell Hotel*), the capital of Canada. The Canadian **Parliament House is situated on a lofty bluff over the Ottawa River, and is the finest specimen of Italian Gothic architecture in America or the world. The great *Victoria tower in the centre of the façade is imposing in its proportions; and the polygonal building of the *Dominion Library* is in the rear of the buildings. The halls of the Senate and Chamber of Commons are worthy of a visit, and are adorned with stained-glass windows and marble columns. In the Senate is a statue of Queen Victoria, and near the vice-regal throne are busts of the Prince and Princess of Wales. The departmental buildings which flank the Parliament House are stately structures in harmonious architecture, and of the same kinds of stone. The *Cathedral of Notre Dame* and the nunneries of the lower town are interesting; also the new churches of the middle town (which, like the rest of the city, is still undergoing a formative process). The **Chaudiere Falls are just above the city, where the broad Ottawa River plunges down over long and ragged ledges. In this vicinity are immense lumber-yards, with the connected industries which support the French Canadians, who form the majority of the citizens here. S. of the city are the pretty *Rideau Falls*. Steamers depart frequently for Montreal, and for the remote forests of the N.

The steamer passes out from Prescott, and leaves Fort Wellington and the historic Windmill Point on the l. 3 M. below Prescott it passes Chimney Island, the *Isle Royale* of the French, who built here Fort Levis, with 35 cannon. This work checked Lord Amherst's army of 10,000 men, and was only reduced after a bombardment of 5 days' duration (1760). Off Point Cardinal the steamer enters the *Gallopes Rapids;* and beyond Point Iroquois the *Rapide de Plat* is descended, and the boat

passes between Morrisburg and Waddington. 30 M. below Ogdensburg is *Louisville*, whence stages run 7 M. E. to the **Massena Springs** (*Hatfield House*). On the N. shore, below Gooseneck Island, is *Chrysler's Farm*, where 6,000 Americans, under the incompetent Wilkinson, were defeated (Nov. 11, 1813) by an inferior British force, and were obliged to give up the advance on Montreal. The Americans lost 339 men, and retreated to dreary and fatal winter quarters at Fort Covington. The steamer soon reaches Dickinson's Landing, and enters the **Long Sault Rapids**, which fall 48 ft. in 9 M., where reaches of level water alternate with white and billowy inclines, and a long chain of islands divides the river into 2 channels. At the foot of the rapids is *Cornwall* (Dominion Hotel), a village of 2,500 inhabitants, which was settled by loyalists and Hessians after the Revolution. A ferry runs to St. Regis, a large Indian village on the S. shore.

Below St. Regis both shores are Canadian, and the river expands into *Lake St. Francis* (5½ M. wide and 25 M. long), which is dotted with islets. On the N. shore is Lancaster; and at the outlet is the sombre French village of *Coteau du Lac*, at the head of 11 M. of Rapids (83 ft. fall), called the Coteau and the Cedar Rapids and the Cascades. At their foot is the village of *Beauharnois*, where up-bound vessels enter the Beauharnois Canal (S. shore; 11 M. long, with 9 locks). Opposite this point is the mouth of the Ottawa River, and the *Isle Perrot*, where Amherst encamped in 1760, after losing 64 boats and 88 men in the Cedar Rapids. Here the steamer enters *Lake St. Louis* (12 × 5 M.); passes St. Clair, Chateaugay, and the Nuns' Island; and opposite Caughnawaga shoots the *Lachine Rapids* (see page 372), beyond which the boat sweeps under the Victoria Bridge and reaches **Montreal** (see page 368).

60. Quebec to Pictou and Cape Breton. The Gulf of St. Lawrence.

The boats of the Quebec Steamship Co. leave Montreal on alternate Mondays, and Quebec on Tuesdays, and touch at Father Point, Gaspé, Percé, Summerside, P. E. I., and Charlottetown, reaching the latter point on Saturday. They connect at Percé with smaller steamers which run up the Bay of Chaleur. At Pictou connection is made with railways for Halifax, St. John, and other parts of the Eastern Provinces. The boats no longer visit Chatham, Shediac, Newcastle, etc., but they may be reached by the Intercolonial Railway. See **"The Maritime Provinces: a Handbook for Travellers."**

On leaving Quebec the attention is concentrated on the beautiful retrospect of the lofty city and its embattled walls. On the r. are the heights of Point Levi; and the valley of the St. Charles is soon seen opening on the l. The **Isle of Orleans** is next coasted on the N. side, and is a fertile district, 20 M. long by 5 – 6 M. wide, insulated by the N. and S. channels of the St. Lawrence, and famous for its lovely rural scenery. It was originally named the Isle of Bacchus; and received its present title in honor of the royal family of France. There are five parishes on the island, and its chief villages are St. Laurent and St. Jean d'Orleans (1,436 inhabitants). On the N. bank of the river, beyond the long village of *Beauport*, with its stately church, the * **Montmorenci Falls** are seen, whitely gleaming against dark cliffs 250 ft. high. The steamer next passes the high and picturesque shores of Ange Gardien, Chateau Richer, St. Anne, and St. Joachim (see page 384).

Below the Isle of Orleans the Laurentian Mts. are seen on the l., terminating on the river in the bold promontory called *Cap Tourmente*. The steamer now enters the broader waters of the Lower St. Lawrence (20 M. wide), and passes Grosse Isle, Isle aux Coudres, Murray Bay, Cacouna, and Tadousac, at the mouth of the Saguenay River (pages 385 and 386). 16 M. below Rivière du Loup *en bas* is *Isle Verte*, with a town of 1,134 inhabitants, containing the public buildings of Temiscouata County. From the lighthouse a cannon is fired every half-hour during snow-storms and fogs. 40 M. farther down is *L'Islet au Massacre* ($3 \times \frac{3}{4}$ M. in area), whose name is derived from the fact that here, some 2 centuries ago, 200 Micmac Indians were surprised by the hostile Iroquois. The Micmacs were sleeping at night in a large cavern near the beach; and the enemy surrounded its entrance with fagots which they set on fire. Nearly all of the unfortunate Nova-Scotians were massacred amid the flames or were suffocated by the smoke.

In shore from the islet is the village of *Bic*, on the Intercolonial Railway; and 9 M. below is *Rimouski*, with its summer hotels (sea-bathing), spacious cathedral, and the public buildings of Rimouski County. The hills of Bic and Rimouski are quite picturesque.

Wednesday morning the steamer reaches **Father Point**, a small hamlet near the mouth of the Rimouski River (famous for its fisheries). At the lighthouse on the Point is a marine telegraph-office, and outward-bound vessels leave their pilots here. This vicinity is much frequented by sportsmen, on account of the multitudes of Canada geese, ducks, and brant that are found here. Beyond Father Point the steamer passes the maritime hamlets of *Metis* and *Matane*, and begins to round the great peninsula of Gaspé, a vast wilderness whose shore is dotted at wide distances with small fishing-stations. On the N. shore is the bold and dangerous *Pointe de Monts*, with its fog-guns and lofty lighthouse; and

the highlands of Gaspé are passed on the r. N. E. of the vessel's course, but only visible in clearest weather, is the **Island of Anticosti**, a cold and mountainous land, with vast peat-bogs and marl-beds. Its area is 2,600 square M., and its population is 102. Bear-hunting in the mts., and the pursuit of seals in the bays, form arduous but profitable employments; and salmon and trout, cod and herring, are found in great abundance. Rounding Cape Rosier, with its lofty lighthouse, and passing Cape Gaspé, the steamer reaches **Gaspé**, a rude village of 726 inhabitants, situated on the edge of the trackless wilderness, and supported by the cod and mackerel fisheries. Back of the town is *Fort Ramsay*, on a tall hill which overlooks the deep, silent bay called the Gaspé Basin. Cartier landed at this point July 24, 1554.

The steamer then passes in sight of the tremendous and fatal cliffs of *Cape Desespoir*, and leaves the remarkable rocks at the mouth of the Bay; and reaches Percé, a fishing village of 1,743 inhabitants, situated amid romantic but desolate scenery, and containing the public buildings of Gaspé County. Opposite the village is *Le Rocher Percé*, a remarkable rock which rises from the water to the height of 288 ft., with a precipitous front 1,200 ft. long. It is pierced by a natural tunnel or arch, through which small fishing-smacks can sail under the rock to the water on either side. On its lofty and inaccessible summit myriads of sea-fowl (gannets, cormorants, gulls, etc.) build their nests, and the neighboring fishermen claim that the rock is haunted by a spirit (*Le Génie de l'Isle Percé*). Leaving Percé at 8 A. M., the steamer passes *Bonaventure Island* ($2\frac{1}{2} \times \frac{3}{4}$ M. in area), a Catholic settlement facing the surges of the Gulf of St. Lawrence, and in winter resembling an iceberg. The trend of the coast is followed to the S. W., and at 2 P. M. (Thursday) the pretty hamlet of *Paspebiac* is reached. The view now opens at the **Bay of Chaleur** for 58 M., with rugged mountains to the N., and small fishing-settlements near the strand. At the W. end of the Bay is *Dalhousie*, a port of entry with 2,400 inhabitants and several churches, situated on a fine harbor at the mouth of the Restigouche River (draining 4,000 square M.). The chief industry of Dalhousie is in preserving and shipping salmon and lobsters. "The Old Woman" is a singular column of rock rising from the water-level near this place; and on an adjacent hill is a conspicuous obelisk, erected over a naval officer's grave. Steamers ascend the Restigouche 16 M. to the village of *Campbellton*, the chief station in the N. on the Intercolonial Railway, and favored with a large trade in lumber and fish. *Shippigan Island* (20 × 10 M. in area) is seen in the W. Vessels ascend Miramichi Bay and River for 16 M. to **Chatham**, a handsome seaport town with 6,000 inhabitants, 4 churches, a cathedral, and a college. The streets are lighted with gas, and the harbor can accommodate the

largest ships. Immense quantities of lumber and fish are exported thence. Steamboats cross to *Newcastle* (6 M.; 30 min.), an active village of 4,200 inhabitants, finely situated on the Miramichi River, and the capital of Northumberland County. The railroad cars may be taken at *Point du Chene*, running S. W. to St. John, 108 M.; Bangor, 314 M.; and Boston, 560 M. (also S. to Pictou, 181 M.; and Halifax, 190 M.).

The journey from Point du Chene to Pictou usually occupies 10–13 hrs., with Prince Edward Island on the l., and New Brunswick and Nova Scotia on the r. Passing between Capes Tormentine and Traverse, the course is laid to the S. E., down the Northumberland Straits; and at a little after noon on Saturday the steamer reaches **Pictou**, a place of about 4,000 inhabitants, situated in a fertile country. Large quantities of coal are mined about 12 M. back of Pictou, and are shipped from this port to England and (in limited quantities) to the United States.

Steamers leave Pictou tri-weekly (Mon., Wed., and Fri.), on the arrival of the morning train from Halifax, and run to **Charlottetown** (in 3–4 hrs.), the capital of **Prince Edward Island**, a prettily situated town with 12,000 inhabitants, 9 churches, 7 weekly papers, 3 banks, St. Dunstan's, the Prince of Wales, and the Methodist Colleges, a neat Government House of Nova Scotia stone, and several broad, shady, and dull streets running to a deep and tranquil harbor. The steamer *Heather Bell* runs thence up the Hillsborough River, through pretty scenery, to *Mount Stewart*, a flourishing shipbuilding hamlet 18 M. distant (leaves at 3 P. M., and returns in the evening). Steamers leave Pictou Saturdays for Georgetown, P. E. I.; and **Summerside** is reached by boat from Shediac or (tri-weekly) from Charlottetown (whence also by railroad).

Steamers leave Pictou every Tuesday and Thursday on the arrival of the morning train from Halifax, and run N. E. to *Hawkesbury* or *Port Hood*, maritime villages of the island of **Cape Breton**. Stages run thence to *Whykokomagh*, a rural hamlet picturesquely situated at the foot of the **Bras d'Or**, a sheltered salt-water lake 50 M. long, which is broken by promontories into deep and narrow bays. The steamboat descends the Bras d'Or amid beautiful scenery to **Baddeck** (see Charles Dudley Warner's "Baddeck, and that Sort of Thing"), the capital of Victoria County, with 400 inhabitants, and a considerable trade with Newfoundland. 20 M. beyond Baddeck the *Neptune* reaches the hamlet of Little Bras d'Or; then passes the rich Sydney coal-mines, near the Atlantic. 20 M. beyond the

mines, the boat reaches **Sydney**, situated on a noble harbor, and famous for its coal-shipments (also as being the French naval station for N. America). It has 3,000 inhabitants, 6 churches, and 2 weekly papers. 24 M. S. E. of Sydney, is the former seat of French domination in America, the port of **Louisbourg**, where France erected fortifications which cost over $6,000,000, and established a prosperous commercial city. After several sieges and battles the fortress was demolished by the British in 1763; and there now remain a few fishermen, dwelling amid ancient ruins which front the Atlantic.

Railways run from St. John and Halifax to New Glasgow, whence a branch-line leads in 74 M. to Mulgrave, on the Strait of Canso. A steam-ferry crosses there to Point Tupper, whence the *Cape-Breton Railway* runs to Sydney and N. Sydney, crossing the Bras d'Or by a steel bridge at the Grand Narrows.

SUPPLEMENTARY

NEW-ENGLAND ROUTES.

61. Boston to Lexington and Concord.

By the Arlington Branch of the Boston & Maine Railroad, in 30 to 60 minutes.
Chief Stations. — Boston; Somerville; Lake St.; Arlington; Arlington Heights; Lexington; Bedford; Concord.

The train leaves the Boston, Lowell & Nashua station, and passes out over the Charles River, with broad views of the cities on either side. It then traverses parts of the manufacturing suburb of E. Cambridge and the long city of **Somerville**, which has 40,000 inhabitants, with 24 churches, a paper, and a valuation of about $30,000,000. It has manufactories of muslin-prints, glass, brass-ware, bricks, and hollow-ware. There are several far-viewing hills in the vicinity; and the buildings of Tufts College stand on Walnut Hill, to the N.

Soon after leaving the main line the train reaches **Arlington** (*Arlington House*), a pleasant hamlet near the picturesque Spy Pond. This town has 6,000 inhabitants, with 6 churches, a savings-bank, paper, high-school, and library. It contains many market-gardens, where vegetables and small fruits are raised for the Boston market. J. T. Trowbridge, the author, lives near Spy Pond; and the old summer-home of Edward Everett was near Mystic Pond. Arlington stands on the ancient Indian domain of *Menotomy*, subsequently called W. Cambridge. It sent 295 soldiers to the Secession War. S. of the village is the old Russell house, where the Essex-County minute-men attacked Lord Percy's troops in the retreat from Lexington. 11 Americans were killed in this house.

Arlington Heights (*The Hawley*) is a modern village on the hills N. W. of Spy Pond, having several pretty villas and summer-residences.

The Heights are often visited for the sake of the noble view enjoyed therefrom, which includes Boston and its environs, the harbor and its islands, the ocean, the adjacent lakes and villages, and a vast area to the N. and W., including Mts. Wachusett and Monadnock.

Beyond the hamlet of *E. Lexington* the train reaches **Lexington** (see page 28), the chief place in a town of 3,200 inhabitants, with a savings-bank, high-school, paper, and 5 churches. The fine forests and picturesque hill-country around the village have been much admired. "Not even a church-spire pierces through the green boughs, and yet this is in the heart of the most densely populated State of the Union." The Green is a well-shaded park of two acres, on which the fight of 1775 occurred, and at one end of it is a modest monument erected by the State in honor of the men who fell that day. At the other end of the Green is the *Memorial Hall*, which was built in honor of the Lexington soldiers who fell in the Civil War. It is a handsome brick building, in which are statues of the Minute-Man of 1776, the Volunteer of 1861, and the Revolutionary heroes, John Hancock and Samuel Adams. Beyond the rotunda is the Cary Free Library. The streets in the vicinity are shady and pleasant, and contain many comely residences and ancient historic estates. Theodore Parker was born in this town.

Station, *Bedford* (Bedford House), in a farming and dairy town of 896 inhabitants. The village has two churches, and is on high ground, with pleasant streets shaded with immemorial elms. 2 M. N. is the ancient summer-resort of **Bedford Springs** ($10 a week), near medicinal sulphur, saline, and iron springs, groves, and a lake.

The line next sweeps around into **Concord** (see page 28), which may also be reached by the Fitchburg R. R.

The town contains 5,000 inhabitants, with 170 productive farms, 3 churches, a public-library, high-school, lyceum, bank, and a valuation of about $2,500,000. On the Common is a plain monument in honor of the 34 soldiers of Concord who died in the Secession War. The *Public Library* is a quaint and many-angled modern building near the centre of the village.

This structure contains a large and well-selected library; busts of Plato, Emerson, Agassiz, Mann, Hawthorne, and Brown; large portraits of Emerson, Washington (copied from Stuart's), and Columbus (copied from Titian's, by Raphael Mengs); manuscript volumes, etc., of Washington, Motley, Lowell ("The Cathedral"), Holmes, Thoreau ("Walking"), and Emerson ("Culture"); collections of the flora and Indian relics of Concord, coins and medals, heliotypes, a Bible of 1599; and other curiosities. The *Concord Alcove* contains a marble bust of William Munroe, the donor of the building, and is devoted to the books and newspapers written by people of this town, beginning in 1646. Among the literary notables who have lived in this village are Ralph Waldo Emerson, Henry D. Thoreau, the Hawthornes, A. B. Alcott, Louisa M. Alcott, E. R. Hoar, Frederick Hudson, Dr. Folsom, William

Ellery Channing, William Whiting, Jane G. Austen, Frank Sanborn, Edward Everett, Horace Mann, George Bartlett, Elizabeth Peabody, Margaret Fuller, George William Curtis, Ezra Ripley, "John Phœnix," and others. In Concord, "it is dangerous to turn a corner suddenly for fear of running over some first-class saint, philosopher, or sage."

A short walk (¾ M.) from the village-green along the Lexington road leads to the tree-surrounded and many-gabled yellow house (l. side of the road) formerly occupied by Nathaniel Hawthorne. The fir-lined path towards the river and the ridge to the rear were his favorite walks ; and his study was in the top of the tower, where he inscribed Tennyson's line, "There is no joy but Calm." The house is now owned by Mr. D. Lothrop, the Boston publisher. An avenue of larch-trees leads hence to the quaint and picturesque house "Apple Slump," once occupied by the Alcott family, — Amos Bronson Alcott, the philosopher, Louisa May Alcott, the author. Nearer the Common, at the intersection of the Lexington and Boston highways, is the spacious white house of Ralph Waldo Emerson, "on low ground, with limited outlook, and on the skirt of the village." **Walden Pond** is about 1 M. S. E. of Concord, by Walden St. Its shores were the scene of Thoreau's lonely studies, and are now used as a picnic-ground.

The battle-ground is on the other side of the village, a few minutes' walk from the Common, near the Concord River. On one side of the bridge are the battle monuments and the graves of the British soldiers ; and on the other shore is a noble bronze * statue representing the Minute-Man of 1776 (made by Daniel M. French, and cast at Chicopee). Near this point, in the fields, is an ancient gambrel-roofed house, from whose windows Parson Emerson watched the battle. Here Ralph Waldo Emerson was born and lived for years ; and at a later day Nathaniel Hawthorne dwelt and wrote in this "Old Manse." The lowly graves of Hawthorne and Thoreau are in "Sleepy Hollow," the village cemetery. Get Bartlett's capital "Concord Guide Book" (illustrated).

62. Boston to Swampscott and Marblehead.

By the Swampscott Branch R. R. Boston to Swampscott, 40 minutes. Fare to Swampscott, 35 c. ; to Marblehead, 50 c.

Stations. — Boston to Somerville, 2 M. ; Everett, 3 ; Chelsea, 5 ; Revere, 6 ; W. Lynn, 10 ; Lynn, 11 ; Swampscott, 13 ; Phillips Beach ; Beach Bluff ; Clifton ; Devereux ; Marblehead, 17.

Boston to **Swampscott** station, see pages 248 – 251. Barges and carriages from hotels meet the trains at the station on the main line. The * Lincoln House (170 guests) is beautifully situated on Fishing Point, about 1½ M. from the station ; the * Ocean is near the short beach on the E. ; the Oakland is on a high hill beyond, among pleasant groves and nearly hidden from the closely adjacent sea ; and the Little Anawan is near the shore, towards Ocean Avenue (see also page 251). The two first-named charge $ 15 – 25 a week ; the others are more moderate. Nearer the

station are the large summer boarding-houses of Mrs. Page, Mrs. Clark, and Messrs. Blaney and others. The feature of summer-cottages prevails here to a great extent, and some of the villas are costly and beautiful. The topography of Swampscott is remarkably varied and interesting, since it is a hilly and rocky town, fronting to the S. and E. on the ocean, and giving from its high promontories broad marine views, including also Egg Rock, Nahant, the Scituate bluffs, and the Blue Hills of Milton. There are three beaches, — Blaney's and Whale, short strips near the village, and Phillips Beach, which faces to the E., and is 1 M. long, with Phillips Pond inside and the rocky heights of Phillips Point on the S., covered with villas. The town has 2,128 inhabitants, with 4 churches, and a fleet of about 20 vessels, employed in the fisheries. Most of the adjacent towns are supplied with fish from this point.

The *Phillips-Beach* station is convenient to the great beach, though well inland. The line is now on a high grade, and gives fine views of the massive blue sea, over rich green fields and the gardens of villas. On the l. are tree-crested hills. *Beach-Bluff* station is near the Addison-Child cottages; and about ¼ M. distant, on a high bluff over the sea, are the ***Hotel Preston** and **The Upland,** two first-class summer-hotels ($12-20 a week). The view from this headland was commended by Lieut. Maury as the noblest on the Eastern coast. The white ledges of Ram Island and Tinker's Island are plainly seen, with Phillips Point on the r. and Marblehead Neck on the l. Pleasant sea-views are gained as the train passes on to *Clifton*, near which is the **Clifton House.**

It is near the sea; and its rates are lower than those of the Preston. *Devereux* station is near the large summer boarding-house called the Devereux Mansion, and the shore is lined with the dainty villas of city merchants and the snug cabins of up-country farmers. As the train advances the spires of Marblehead appear in front, and the terminal station is soon reached.

Marblehead (two small inns) now has 7,677 inhabitants (see page 255), 8 churches, a paper, a high-school, 2 banks, and a valuation of over $4,000,000. It has about 25 vessels, with a snug little harbor sheltered by Marblehead Great Neck. In May, 1876, a handsome granite monument (near the station) was dedicated to the memory of Capt. Mugford, of this port, who, in 1776, captured a British ship off Boston Harbor, laden with 1,500 barrels of powder, 1,000 carbines, and other military stores. He sent her in to Washington's ill-provided army, and was killed the same day, while repelling a British attack on his vessel. From the old ruined fort on a headland S. of the town a pleasant view is afforded, including the harbor, the Neck, Lowell and Baker's Islands, the S. shore of Cape Ann, the graceful curve of Marblehead Beach, and the Swampscott shore. *Fort Sewall* is on a point to the N. E., over Little Harbor. The hilly character of the streets and the evident antiquity of the houses give an in-

teresting appearance to the town On the Common is the brick-and-brownstone building of *Abbott Hall*, with a great library and a tower which may be seen for many miles.

Marblehead Neck is a hilly peninsula, 1¼ M. long, between the harbor and the ocean, and has numerous summer-villas and the headquarters of the Eastern Yacht Club. It is reached over the low isthmus of *Marblehead Beach* (¾ M. long). At its N. end is the lighthouse, 1¼ M. from Lowell Island; and Tinker's Island lifts its white rocks on the S. Just S. of Nashua Village are the remains of an ancient Indian cemetery. *The Nanepashemet*, a magnificent new summer-hotel, overlooks the sea and Tinker's Island. A steamboat plies between Marblehead and the Neck; and carriages run from Devereux station.

63. Boston to Revere Beach and Lynn.

The narrow-gauge railroad on this route has met with a great measure of success, and is convenient for excursions to the adjacent sea-shore. It has light grades and long curves; and is equipped with Fairlee locomotives and neat little cars, some of which are open at the sides. Boston to Lynn, 34 minutes.

Stations. — Boston; E. Boston; Wood Island; Harbor View; Winthrop Junction; Beachmont; Crescent Beach; Oak Island; Point of Pines; W. Lynn; Lynn.

Horse-cars run from Tremont and Washington Sts. to the station on Atlantic Ave., Boston, whence a ferry-boat crosses to the Island Ward of E. Boston, where much of the heavier shipping of the port is moored. On the r., during this transit, are S. Boston, Fort Independence, and Fort Winthrop (on the nearest high green island). Passing the great elevators in E. Boston, the boat enters the slip, and passengers take the waiting train, which soon runs through a tunnel 474 ft. long, after which it traverses the long sea-wall, and crosses the basin on a pile-bridge, 2,005 ft. long. E. Boston is seen on the l., with its many spires, and the train runs along Wood Island, over the flats, and reaches Breed's Island by a pile-bridge. From *Winthrop Junction* a branch line diverges to **Ocean Spray** (*The Shirley; Ocean Spray;* etc.), a pretty beach-colony; *Great Head* (*Great Head House*); and **Point Shirley**, for forty years the seat of Taft's Hotel, famous for rich game dinners (now closed). All these stations are in the picturesque peninsular town of Winthrop, between Boston Harbor and the sea, with its shores and bold headlands lined with summer-cottages. It is within easy drive of Boston, and has the ancient Deane-Winthrop house and other curiosities.

Beyond *Beachmont* the line reaches the crest of the beach, which is followed for several miles. This beach is of sand, sloping very gradually, free from undertow, and with a light surf, being partly embayed by Nahant and Winthrop. It is much visited by the working-people of Boston, especially

on Sundays, and all the hotels (save one) are devoted entirely to transient business and the furnishing of meals. The level strand also makes an admirable drive-way, at low tide, and is much used for that purpose. The train stops first at **Crescent Beach,** near a large summer-hotel. This handsome edifice opens about July 1, and will take permanent boarders. It is adorned with four towers, and is built around the four sides of a hollow square.

The next stopping-place is at the Atlantic and Robinson-Crusoe Houses, where the horse-cars from Chelsea reach the shore. These hotels and the Revere House (farther up the strand) furnish fish dinners, chowders, and other refreshments, to people visiting the beach. As the train advances, fine views are given over the sea, including Nahant and the bluff Winthrop Head; while to the l., across the marshes on which the Eastern R. R. runs, is the lofty Soldiers' Home (on Chelsea Highlands), which overlooks a vast expanse of sea.

Where Pine Point trends to the N. E. the line leaves the beach, and soon stops near the **Point of Pines,** where there is an institute for the cure of the liquor and opium habits, looking out on Lynn outer harbor. The line now crosses the Saugus River, near its mouth, on a bridge 1,344 ft. long, runs through the outskirts of Lynn, and soon reaches the terminal station on the main street of the city.

Lynn, see page 250.

64. Boston to Acton and Nashua.

By the Fitchburg R. R. and the Nashua, Acton & Boston R. R., in 1¾–2 hrs. Fare, $ 1.35.

Stations. — Boston to Concord Junction, 22 M.; Acton, 24; N. Acton, 26½; E. Littleton, 30½; Westford, 32; Graniteville, 33; E. Groton, 37; Dunstable, 40; Nashua (Main Street), 45½; Northern Depot, 46½.

The train leaves the Fitchburg station in Boston and runs for 22 M. over Route 25 (pages 175–176). At **Concord Junction** (W. Concord) the Nashua, Acton, & Boston R. R. diverges to the N. W. W. Concord has small factories for making flannel and pails. **Acton** (*Monument House,* a comfortable old hotel, fronting on the Common) is the chief village in a rural town of 2,000 inhabitants, and is pleasantly situated on high ground. The streets and Common are quiet and well-shaded, and there is a Congregational church. A tall shaft of granite masonry has been erected on the Common, in memory of the captain of the Acton minute-men, who was killed at the Concord fight. *S. Acton* (American House) is a busy and prosperous manufacturing village of 500 inhabitants, 2 M. S. W. on the Fitchburg R. R.

N. Acton is near the pretty Nagog Pond, and the line thence ascends the Nashoba valley by the Nashoba Hill (on the l.) to *E. Littleton,* in a quiet old farming and dairy town of 950 inhabitants, with 3 churches and

several picturesque ponds, abounding in perch and pickerel. It occupies the site of the Indian village of Nashoba, where a Christian church was formed by the Apostle Eliot, Ahatawana being the local chieftain. "The shooting of Nashoba Hill" is a singular rumbling sound which often issues from that eminence.

Forge Village has a large nail-factory.

Westford Centre is 1½-2 M. E., and is a handsome village with a library, academy, and 2 churches, on a high ridge which commands views of Mts. Wachusett and Monadnock, the White Mts., and a vast area of the hill-towns. The town has 2,250 inhabitants, and sent 135 soldiers into the Secession War. It was the birthplace of Bishop T. C. Brownell and Willard Hall. The train now crosses the Stony-Brook R. R., and at *Graniteville* passes large quarries of the so-called Chelmsford granite. Traversing the E. part of Groton, Bear Hill and Horse Hill are seen, with the thinly settled region around them. *Dunstable* is at the centre of an ancient and decadent farming town of 452 inhabitants, and has 2 small churches and 90 farms. It was settled in 1673, and was the centre of several bold campaigns against the heathen.

Soon after passing Flat-Rock Hill (on the l.) the train enters the State of New Hampshire, and reaches **Nashua** (see page 191).

65. Boston and Worcester to Mt. Wachusett and Mt. Monadnock.

By the Worcester Branch of the Fitchburg Railroad, which was constructed in 1869-74. Boston to Mt. Wachusett, 60 M.; to Mt. Monadnock, 95 M.

Stations. — Worcester to Lincoln Square, 1 M.; Barber's Crossing, 3; N. Worcester, 4½; Chaffin's, 6; Holden, 8; Jefferson's, 9½; North Woods, 11; Brooks, 13; Princeton, 16; Hubbardston, 20; S. Gardner; Gardner, 26; Heywood's, 27; Winchendon, 36; Rindge, 42; Jaffrey, 46; Peterborough, 53.

After passing out from the streets of Worcester, and beyond Lincoln Square, the Worcester & Nashua R. R. is seen diverging to the r., and the train then runs along the shore of North Pond, near the modern villas and country-seats of *N. Worcester*. Winter Hill appears on the l., over the pond, and glimpses are gained of the more distant Asnebumskit Hill (1,407 ft. high). Beyond the hamlet of Chaffinville the train reaches *Holden Centre* (Eagleville Hotel), the chief place in a hilly farming and manufacturing town of 2,180 inhabitants, with 7 villages. 2 M. N. of Holden Centre is the crossing of the Mass. Central R. R.

Paxton (*Summit House*) is a rural town S. W. of Holden, among picturesque highlands, with a soldiers' monument (to 21 dead). Trains leave Jefferson's on the arrival of the late afternoon train, for Rutland (4 M. N. W.), Coldbrook Springs, and Barre. **Rutland** (*Muschopauge House*) is in a rich farming and dairy town of 1,000 inhabitants, with 3 villages, and several ponds. This was the Indian domain of *Naquag*, and was often attacked by the savages. Gen. Burgoyne's captive British army was quartered here for some time, on Barrack Hill. **Coldbrook Springs** is a summer-frequented spa; and **Barre** is on the Ware-River R. R.

The train runs N. from Holden by several small stations, to *Princeton*, near which is Whittaker's summer-hotel, in a high and far-viewing location. Stages run from the trains 2 M. E. to **Princeton Centre** (* *Wachusett House*, spacious and comfortable, with billiards, bowling, livery-stable, etc.; *Prospect House;* and several boarding-houses). This is a pleasant village on a high plateau, surrounded by a lake-strewn highland region through which good roads pass in every direction. The town was founded about the middle of the last century; was named in honor of the Rev. Thomas Prince, the historian; sent 80 soldiers to the Civil War; and was the birthplace of Leonard Woods, D. D., the theologian. 2½ M. N. is the *Mountain House* (Mt. Wachusett Post-office), on the S. E. slope of Mt. Wachusett, 1,200 ft. above the sea. It has a large farm, livery-stable, bowling-alley, etc.; and stages run to Princeton station twice daily. The rates are **$10–15 a week.**

Mount Wachusett

is 2,018 ft. high, and is prominently seen from vessels off the Mass. coast. It is ascended from Bolton's, on the N.; from the Pine-Hill House, on the E.; and from the Mountain House. The latter is the favorite path, and is 1 M. long, following the line of the old Coast-Survey road, ½ M. over pastures, and then through a forest, with several sharp curves. On the top is the *Summit House*, where visitors can pass the night or get refreshments. On its roof is an observatory, provided with a telescope and field-glasses. Little Wachusett flanks the mountain on the S. A capital carriage-road leads to the summit of Wachusett.

** *The View.* It is claimed that 300 villages and parts of 6 States are seen from this summit. The section towards the coast is best seen in the latter part of the afternoon, and in the clear weather of June or October. Mt. Monadnock is N. N. W., well-defined and vast, over Westminster and Meeting-House Lake. Sunapee Mt. is beyond Monadnock, on its r., and the round Watatic Mt. is nearer, with Temple Mt. and Pack Monadnock beyond. Far away over these is the blue spire of Mt. Kearsarge, with the disk of Moosilauke back of it, 120 M. N. The twin Uncanoonucs are on the r. of Pack Monadnock, over which Mt. Washington and the White Mts. may be seen on clear days, 140 M. distant, with Mt. Belknap to the r. and nearer. Fitchburg and Lunenburg are nearly N. E., with the various hamlets of Groton and Townsend; and farther to the r. are Leominster, Harvard, and the Actons. Then come E. Princeton, the Lancaster villages, Concord, Prospect Hill at Waltham (S. of E.), S. Boston, and the Charlestown Navy-Yard. The Blue Hills of Milton are to the r., and a wide reach of the ocean opens beyond, often dotted with shining sails. Next are seen the white villages of Clinton and Berlin, Marlboro, Southboro, and Ashland, the Boylstons, high-placed Hopkinton, Shrewsbury, and Grafton, with many a lakelet glistening between. Worcester is plainly discerned, E. of S., with the forest-hamlet of Holden to the r., over Princeton. Quinnipoxet Lake and Eagleville are 5 M. S., with the highland villages of Connecticut far beyond. Rutland, Paxton, Oakham and N. Brookfield next appear; and over white Barre is the crest of Mt. Tom. Beyond the near Moosehorn Lake are Dana, Prescott, and Hubbardston; and over Wendell is lofty Greylock (80 M. distant), beyond the Hoosac range. Then come Templeton and other villages to the N. W., with Mt. Stratton and others of the Green Mts. far beyond.

This view is minutely analyzed and described (13 pages) in "Bullard's Guide to Mt. Wachusett," which every visitor should get.

The Summit House accommodates 60 guests, at $10–15 a week. The Wachusett House charges $10–18; the Prospect, $10–15; the Mt.-Pleasant and Lyndon, $8–12; the Forest, $10.

Beyond Princeton the train runs N. W., with views of Wachusett on the r., soon passing the picnic-station near Moosehorn Lake. **Hubbardston** (*Lake View House;* and several summer boarding-houses) is ½ M. S. W. of its station, and is in a prosperous and picturesque farming town of 1,440 inhabitants, with 3 churches and a library. At **Gardner** (*Windsor*) the Hoosac-Tunnel Line is crossed (see Route 25). The town of Gardner has 9,000 inhabitants, with 4 churches, a paper, a bank, valuable forests, and rich farms. It makes more chairs than any other place in the world, employing 2,000 workmen in this industry.

The line next runs along the E. shore of the beautiful Crystal Lake, and runs N. N. W. through a thinly settled country, with views of Mt. Watatic on the r. At **Winchendon** (*American House*) it meets the Cheshire R. R. and the Ware-River R. R. This town has 5,000 inhabitants, with a paper, library, bank, 6 churches, and manufactories of pails, tubs, chairs, shoddy, and cotton goods. It contains several lakes, and Miller's River gives a valuable water-power.

The line now enters the State of New Hampshire, and crosses the lake-strewn town of *Rindge*, which has 1,000 inhabitants (less than it had in 1790). Rindge village (Rindge House) is 1½ M. S. E. of W. Rindge station, and manufactures wooden-ware. **E. Jaffrey** (*Granite-State Hotel;* and summer boarding-houses) is a pleasant village, with manufactories of cotton, knives, wooden-ware, and 2 banks and 3 churches. Over 800 summer-tourists visit this town yearly. Semi-daily stages run 2 M. N. W. to *Jaffrey Centre* (Cutler's Hotel; Central House).

Mount Monadnock,

or the Grand Monadnock, is visited from E. Jaffrey, whence the Mountain House is 5 M. distant. The path thence to the summit is about 1½ M. long, leading through shady forests and then out on the rocky crest. The peak is 3,186 ft. high, and commands a noble * view. The White Mts. are seen in the N. N. E., beyond the great Merrimac Valley, with Mt. Washington highly pre-eminent. Farther to the r., to the l. of Crotched Mt., is Mt. Belknap, near Lake Winnepesaukee ; Joe-English Hill and the Uncanoonucs are E. N. E.; and on the E. are the New-Ipswich Mts. with the Temple range and Pack Monadnock. Watatic is S. E., and Wachusett is S. S. E. The view then sweeps over the hill-country of Massachusetts, by many lakes and villages, and falls on Pocomtuck Mt., in the S. W. It is also claimed that Greylock and Hoosac Mt. are seen, in the W. S. W. To the W and N. W. are many of the Green Mts. of Vermont, in broken and picturesque outlines; and towards the N. are Lovewell's Mt., Sunapee Mt., Kearsarge, and Moosilauke. There are many lakes and hamlets visible in this broad circuit, giving a rare diversity and beauty to the landscape (see page 179). The Mountain House charges $8 to $10 a week.

Peterborough (*Tucker's Hotel ;* and summer boarding-houses) is a

prosperous manufacturing village, at the confluence of the Contoocook and Nubanusit Rivers, with 2,400 inhabitants, 2 banks, a paper, a library of 4,000 volumes, and 5 churches. The manufactures are of cotton, trusses, piano-stools, thermometers, paper, lumber, etc. The streets are pleasantly shaded with trees; and the village has a large country-trade. Many summer-visitors sojourn here, attracted by the pleasant scenery of the Pack Monadnock range, on the E.

The *Peterboro and Hillsboro R. R.* runs N. 18 M. across **Antrim** (*Carter House;* several summer boarding-houses) and *Bennington*. Hillsborough, see page 196.

Dublin (*Appleton House; Boulderstone Cottage*), 4 M. S. of Harrisville (see page 416), by semi-daily stages, is a charming summer-resort, 1,493 ft. above the sea, amid fine Scottish scenery and pure highland air.

Monadnock Lake, 1 M. long, and 1,581 ft. high, is fed by springs, and has fine sandy beaches. It affords good boating and bathing, and contains a unique variety of trout. Mount Monadnock (see page 413) is ascended from Dublin by a path 3 M. long. Dublin has several beautiful summer-estates of great city families, Unitarian and Episcopal churches, a public library, and a soldiers' monument (to 32 dead). Daily stages run to Peterboro, 7 M. S. (See H. D. Allison's illustrated *Souvenir of Dublin*, 1891.)

66. Worcester to Portland.

By the Worcester, Nashua and Portland, and Portland and Rochester Railroads. Trains connect through. A considerable amount of travel to the White Mts. also passes over this route. Worcester to Rochester, 95 M., fare, $3.10. Rochester to Portland, 52 M., fare, $1.65.

Stations. — Worcester to W. Boylston, 9 M.; Oakdale, 10; Sterling Junction, 12; Clinton, 17; S. Lancaster, 18; Lancaster, 19; Still River, 23; Harvard, 25; Ayer Junction, 28; Groton, 31; Pepperell, 36; Hollis, 39; Nashua, 46; Hudson, 49; W. Windham, 53; Windham, 57; Hampstead, 63; Sandown, 65; Fremont, 70; Epping, 74; Lee, 80; Barrington, 88; Gonic, 93; Rochester, 95 *Portland & Rochester R. R.* E. Rochester, 98; E. Lebanon, 104; Springvale, 111; Alfred, 115; S. Waterboro, 119; Centre Waterboro, 122½; Hollis Centre, 126½; Saco River, 129; Buxton Centre, 132; Gorham, 137; Saccarappa, 141; Cumberland Mills, 142; Westbrook, 144½; Woodford's Corner, 145½; Portland, 147.

For a description of the line between Norwich, Worcester, and Nashua, see pages 104–106. For the route between Rochester and Portland, see page 213.

The train crosses the Merrimac River at Nashua, and runs N. W. across *Hudson*, a large farming town with 1,066 inhabitants and 3 churches. It then crosses the level lands of *Windham*, an ancient Presbyterian town which was originally settled by the Scotch-Irish from Londonderry. The hamlet of W. Windham is ¼ M. S. E. of its station; and venerable old Londonderry is a little way to the N. At *Windham* the present route meets the Manchester & Lawrence R. R. (see page 279). Crossing Derry, the train reaches *Hampstead*, a thinly-settled town devoted to farming, lumbering, and shoe-making. It was settled in 1728. Stages run 3 M. S. E. by W. Hampstead to Hampstead, and thence 6 M. by Atkinson to Atkinson Depot, on the Boston & Maine R. R. Picturesque Chester is a few miles N. W.

Station, *Sandown*, in a thinly-settled and uninteresting town, whence daily stages run to Danville and E. Hampstead. Next comes the level

town of *Fremont* (827 inhabitants), on the Squamscot River. Tri-weekly stages run 5½ M. E. to *Brentwood*, a decadent rural town, and thence 5½ M. E. to Exeter. At *Epping* the train crosses the Portsmouth R. R., and then follows the Lamprey River through N. Epping into *Lee* (776 inhabitants). The hamlet of Wadleigh's Falls, 1¼ M. S. E. of the station, was founded in 1657; and near Wheelwright's Pond, in the N. part of the town, two companies of rangers under Capts. Floyd and Wiswell were disastrously defeated by the Indians, in 1690. Stages run 4 M. N. W. to *Nottingham Square* (Rockingham House), a pleasant old village on a high and pleasant-viewing hill. A short distance S. W. is the picturesque and island-studded Pawtuckaway Pond, covering 4½ square miles. The triple-headed Pawtuckaway Mt. is also in this town; and Saddleback Mt. is to the W. in Northwood.

The train runs rapidly across the pond-strewn town of *Barrington* to *Gonic*, a pleasant village devoted to the manufacture of woollen cloths. The next station is **Rochester** (see page 213).

67. Nashua to Greenfield and Keene.

By the Wilton Branch R. R., which has recently been prolonged 11 M., by Lyndeborough to Greenfield and Keene.

Stations. — Nashua to S. Merrimac, 7 M.; Amherst, 11; Milford, 15; Wilton, 18; Lyndeborough, 21; Greenfield, 26.

Nashua to Wilton, see page 192. **Wilton** has about 1,200 inhabitants, a savings-bank, library, 3 churches, and several summer boarding-houses. It manufactures carpet-yarn, carpets, furniture, boots, and leather. Daily stages run 7 M. up the Souhegan Valley to *Greenville* (Columbian House; see also page 176), a pleasant village with cotton and furniture manufactories. Semi-daily stages pass thence 3 M. S. W. to **New Ipswich** (*Clark's Hotel; Appleton House*), a quiet summer-resort among high hills, containing also the ancient Appleton Academy, a library, savings-bank, 3 churches, and small factories. It was settled in 1749, under the name of *Ipswich-Canada;* and lost 26 men in the Civil War. **Temple** (*Central House*) is 7 M. from Wilton, and contains the rugged and far-viewing Temple Mts. (stages semi-daily from Greenville, 4 M.).

Beyond Wilton the train reaches *S. Lyndeborough*, where glassware is made from quartz rock. To the N. is Lyndeborough, a summer-haunt for city-people, near Centre Mt. Station, **Greenfield** (*Dunklee House*), a mountain-guarded and pond-strewn summer-resort town, dating from 1771. Semi-daily stages run 4⅓ M. N. E. to *Francestown* (Francestown Hotel), a pleasant tree-shaded Congregational village, named after Frances, the wife of Gov. Wentworth. Soapstone-quarries and summer-boarders are found here. At *Hancock Junction* our route crosses the railway from Concord and Hillsborough to Peterborough and Winchendon. **Hancock** (*Hancock Hotel*) is a rugged farming town, strewn with crystalline ponds.

Stages run thence to *S. Stoddard*, 6½ M.; *Stoddard* (Central House), in a hilly farming region, 10½ M.; and *Marlow* (Forest House), a rural hamlet on the Ashuelot River. *Harrisville*, on a plateau 1,300 ft. high, has several profitable woollen-mills, and an inexhaustible water-power from high ponds. *Marlborough* (Converse House) has several summer boarding-houses among the hills, and a granite-quarry. The next station is **Keene** (see page 179).

68. Manchester to North Weare.

By the Manchester & N. Weare R. R., in 1 hr. Fare, 60 c.
Stations. — Manchester to Bedford, 1 M.; Goffstown Centre, 6; Goffstown, 9; Parker's, 10; Oil Mills, 11; Raymond's, 15; E. Weare, 16; N. Weare, 19.

The train crosses the Merrimac River, giving a fine view of the city of Manchester and its great factories. Bedford was one of the towns granted to and settled by the veterans of the Narragansett wars, and now supplies Manchester with milk and vegetables. Frequent views of the singular Uncanoonuc Mts. are given as the train advances. **Goffstown** (*New-Hampshire Central Hotel*) is a wealthy farming town of 2,000 inhabitants, in whose S. W. part are the remarkable hills called the **Uncanoonucs**, from whose crests the White Mts. are visible, with a wide sweep of the Merrimac Valley.

Daily stages run 5 M. S. W. from Parker's station to *New Boston* (Young's Hotel), a beautiful hamlet in a rural town of 1,241 inhabitants. Near the village is the bold **Joe-English Hill**, 572 ft. high, one of whose sides is formed by a rocky cliff. The summer-frequented towns of Mt. Vernon and Lyndeborough are on the S. Stages also run on Monday, Wednesday, and Friday to Francestown. From *Oil Mills* stages run to S. Weare (Dearborn House). The terminus is at **N. Weare** (*Allen House*). **Weare** has 1,800 inhabitants, with 3 villages, 5 churches, and a public library. It has many valuable farms, producing hay, wheat, and apples; and manufactories of woollen goods, boots and shoes, etc. The scenery is pleasant, and attracts about 200 summer-visitors annually. Daily stages run to Henniker. A large summer-business is done along this line, and the Scribner-Hill and Shirley-Hill Houses, near Goffstown, are favorite resorts. *Shirley Hill* overlooks Manchester and the valley. The *Devil's Pulpit* is a very interesting locality in Bedford. The Yacum-Spring Hotel ($7–10 a week) is at Goffstown Centre, with mineral spring for dyspepsia and liver and kidney troubles), boating, fishing, and drives through picturesque scenery.

69. The Suncook Valley.

By the Suncook-Valley R. R., in 1½ hr.

Stations. — Hooksett to Suncook, 2½ M.; Allenstown, 7; Short Falls, 10½; Epsom, 12½; Chichester, 15; Webster's Mills, 17; Pittsfield, 19½.

The train leaves the main line of the Manchester & Concord R. R. at Hooksett and crosses the Merrimac River. **Suncook** (*Opera House*) is a prosperous manufacturing village near the confluence of the Suncook and Merrimac Rivers, with cotton-mills employing 1,100 hands, and using a capital of $1,700,000. It has 2 churches, a savings-bank, and a high-school. To the N. is *Pembroke*, a high-placed and decadent hamlet, with a wide street parallel with the river. *Allenstown* is a dull rural town of 1,300 inhabitants, beyond which the course of the Suncook River is followed through an uneven grazing country. **Epsom** (*Suncook-Valley House*) is a farming town of 900 inhabitants, near Nottingham Mt.; and Chichester (800 inhabitants) is also devoted to farming. **Pittsfield** (*Washington House*) has about 2,600 inhabitants, a bank, paper, academy, library, and 4 churches. It manufactures boots and shoes, cotton cloth, and boards, and is prolific in wheat and milk. To the S. E. is the long ridge of Catamount Mt. (1,450 ft. high), whence the ocean may be seen, together with the great mountains on the N.

The end of the railway is at **Centre Barnstead** (*Shackford House*), in a rich farming town. Stages leave thrice weekly for Strafford Blue Hills and Rochester, Dexter, and Farmington.

Daily stages run 6 M. E. from Epsom to **Northwood** (*Harvey House*), a picturesque town, which is much visited by summer-tourists. It contains numerous ponds, and on the S. is the dark Saddleback Mt. The main road crosses Clark's Hill, whence the ocean is visible, and Brown's Hill is another favorite view-point. The village is on high ground, and has 3 churches, a library, academy, and seminary. In 1873 Northwood celebrated the centennial of her foundation.

70. The Contoocook Valley.

By the Concord & Claremont R. R. to Hillsborough Bridge.

Concord to Contoocook, see page 196. At this point the valley line diverges to the S. W., and soon reaches W. Hopkinton. To the E. is the beautiful village of *Hopkinton*, in a rich farming town of 1,819 inhabitants, prolific in corn, oats, potatoes, and dairy products. It was settled in 1735, and came near being the capital of the State. Concord is 7½ M. E.; and **Contoocook** is 3 M. N. W., with 3 churches, an academy, a prosperous antiquarian society, and several factories. **Putney Hill** is 1 M. W. of Hopkinton village, and is crowned by an ancient cemetery and the ruins of the Putney Fort. It is 500 ft. above the town, and gives a view

of Mts. Sunapee, Monadnock, Kearsarge, Whiteface, Chocorua, Belknap, etc. The *Perkins Inn* ($7 to $12 a week) is in lovely old Hopkinton, 3 M. from Contoocook station, and 7½ M. from Concord (daily stage at mid-afternoon.) Railroad, see page 196.

Station, **Henniker** (*Noyes House*), a neat and pleasant village, with shady streets, 3 churches, an academy, and a library. The fair rural scenery in the vicinity makes this a quiet summer-resort. Crany Hill is to the S., and Long Pond is 1 M. from the village. Henniker has many profitable farms and several factories. **Hillsborough Bridge** (*Valley House*) is a prosperous factory-village, with 2 churches, a paper, and a bank, and is surrounded by pleasant hill-scenery. Stages hence to E. Washington, 11 M.; Hillsborough; and Washington. The railroad runs S. to *Antrim*, *Bennington*, and *Peterborough*, connecting at **Hancock Junction** for Keene and Nashua.

At Hillsborough Bridge is the mansion of Gov. Pierce, where Franklin Pierce was born in 1804. He practised law in Concord for some years, was U. S. Senator, 1837–42, and Brig.-Gen. in the Mexican War. At the Democratic Convention of 1852 he was nominated (on the 40th ballot) for the Presidency, and defeated Gen. Scott, the Whig candidate, by 254 electoral votes out of 296. During his administration Arizona was annexed, Kansas and Nebraska were opened to slavery, and the Ostend Manifesto (to Spain) was issued. Mr. Pierce favored the proslavery party, and sympathized with the Secessionists in the war of 1861–5.

71. Portsmouth to Dover.

By the Portsmouth & Dover Branch of the Eastern R. R., which was built betwen 1872 and 1874, at a cost of $ 700,000. The line is singular on account of its numerous pile-bridges, on and near the Piscataqua River, one of which is 1,906 ft. long.

In leaving Portsmouth the train runs through *Newington*, a small farming town of 414 inhabitants, with good soil near the surrounding waters. This town was formerly known as Bloody Point, in memory of a disastrous attack made upon it (in 1690) by Hopehood and his merciless Indian bands. Newington station is 4 M. from Portsmouth, and beyond it the train crosses the Piscataqua River to the *Dover-Point* station, which is near the site of the earliest European settlement in New Hampshire. *Cushing's* station is near the Cushing estate; and *Sawyer's* is near Sawyer's Mills. The train next runs through a more thickly settled region, and soon reaches the terminus of the route.

Dover, see page 281.

72. Portsmouth to Manchester and Concord.

By the Portsmouth R. R., in 2½–3 hrs. Fare, $ 1.60. The station in Portsmouth is near that of the Eastern R. R.

Stations.— Portsmouth to Greenland, 4 M.; Brackett's; Stratham, 8; Newmarket Junction, 10; E. Epping; Epping, 18; W. Epping; Raymond, 23; Candia, 29; Auburn, 33; Massabesic, 36; Manchester, 41; Hooksett, 51; Concord, 59.

The line soon crosses the Eastern R. R., and runs S. W. to *Greenland* a rich farming and fruit-growing town, which is much visited in summer. There are 695 inhabitants here, being less than there were a century ago. The village is ¾ M. from the station. The train

next runs near the broad and land-locked salt-water lake called **Great Bay**, and crosses the level and fertile fruit-raising town of *Stratham*. Stratham Hill overlooks Great Bay and the ocean, and views the White Mts., in the N. Beyond the Squamscot River the line crosses the Boston & Maine R. R. at **Newmarket Junction**. 1 M. S. is *S. Newmarket* (Shute House), with large iron, machine, and engine works; and 2 M. N. is *Newmarket* (Washington House), a large trading village, on the Piscataqua River, where clothing, cotton cloth, and boots and shoes are made.

Epping (*Pawtuckaway House*) is a pleasant village in a good farming region, with small factories and three churches. 1 M. N. is the ancient main street, with several antiquated mansions. Epping has been declining in population for over a century. At this point the track is crossed by the Nashua & Rochester R. R. *W. Epping* has two small mills. *Raymond* (Eagle Hotel) is in a farming town of 1,121 inhabitants, and has 3 churches and an academy. A short distance S. W. is *Chester* (stages from Derry), a bright and pleasant village where visitors from the cities find summer-rest (Village Hotel).

Station, *Candia*, whose village is on a high ridge whence may be seen the White Mts., Mt. Wachusett, the Plum-Island lights (at night), and the ocean. This town was first named *Charming fare*, on account of its pleasant location; and its present name was given in honor of Gov. Wentworth, who was once in captivity on the Mediterranean island of Candia.

Semi-daily stages run N. to Deerfield, a large and fertile farming and orchard town of 1,768 inhabitants, where numerous city-people rusticate. It was settled in 1756, and lost 18 men in the Revolution and 48 in the Rebellion. There are several fish-abounding ponds, and some picturesque mountains, the chief of which are Pawtuckaway, Saddleback Mt., and Fort Mt. Gen. B. F. Butler was born here, in 1818.

Beyond *Auburn* station the train passes the summer-resort at *Lake Massabesic* (see page 193) and soon enters the city of **Manchester**. From this point the train follows the Concord R. R. (page 194) up the Merrimac River to **Concord**.

73. Salem to Lawrence.

By the Lawrence Branch of the Eastern R. R.

Stations. — Salem; Peabody; Danversport; Danvers; Swan's Crossing; Middleton; Boxford; Sutton's Mills; Lawrence.

On leaving Salem the train follows the course of the North River to **Peabody** (*Baldwin Hotel*), a prosperous town of 10,000 inhabitants, with 2 banks, 6 churches, a paper, and the richly-endowed Peabody Institute, (see page 253). The valuation is about $6,000,000; and the chief industry is tanning and currying hides, in which 400 men are employed. George Peabody was born here, in 1795, in a house which is still preserved; and the town was named in his honor in 1868. The village is pleasant, and in its vicinity are several high hills and small lakes. Near this station the S. Reading and Salem & Lowell Railroads diverge to the l.

The Lawrence line runs N. over Crane Brook, to *Danversport*, a coal and lumber shipping-point on Porter's River. Danvers station is at the shoe-manufacturing village of *Danvers Plains*, where the Newburyport R. R. is crossed. The Peabody Institute is in Peabody Park, on Sylvan St., and has a public library and lecture-hall. In this vicinity is the Walnut-Grove Cemetery, beyond which is *Danvers Centre*, with its carpet-factory. Opposite the town-hall is the soldiers' monument. The town contains over 6,000 inhabitants, with 8 churches, a paper, bank, high-school, and about 150 farms, famous for prolific apple-orchards. The ancient witch-craft delusion arose in this town (see page 254).

The new * **Massachusetts Hospital for the Insane** is on a bold hill near *Asylum* station, and is reached by a sinuous and costly mac-adamized road 6,000 ft. long, with a grade of 3½ ft. in 100. It is a connected pile of ten immense brick buildings, in Elizabethan architecture, with several towers, double walls, cement floors, zinc roofs, fan ventilation, and steam heating-apparatus. It is 200 ft. above the adjacent town, with abundant sunlight and air, and commands a superb view, including the ocean, the environs of Boston, and scores of villages and cities, with Wachusett, Monadnock, and other conspicuous mountains in the W. and N. W. The buildings and furniture cost $1,620,000, and are fitted for 600 patients, who are housed and fed far more luxuriously than the average tax-payer and citizen.

The train next crosses the Ipswich River to *Middleton*, a small hamlet with one church, in a farming town of 9,00 inhabitants. The diversified rural town of *Boxford* lies to the N. of the line, and has 834 inhabitants. The train next enters *N. Andover*, passing the bold Woodchuck Hill and crossing the outlet of Great Pond; meets the Boston & Maine R. R. at *Sutton's Mills;* and crosses the Merrimac River to Lawrence.

Lawrence, see page 278.

74. Boston to Amesbury.

By the Eastern Div. and its Amesbury Branch. Boston to Newburyport, 37 M.; Salisbury, 39; Amesbury, 43.

Boston to **Newburyport,** see pages 248-258. The Amesbury train is taken at the Eastern station, and crosses the Merrimac River on a high bridge, whence the city and the ocean are visible on the r. The first station is near the ancient hamlet of *E. Salisbury*, whence stages run to **Salisbury Beach** (see page 260). The train now diverges from the Eastern line, and runs W., with views of the upper part of Newburyport on the l. The Salisbury-Point station is near the boat-building village of the same name, and also near the quaint and ancient Rocky-Hill church.

Amesbury (*American House*) is a prosperous manufacturing village on the falls of the Powwow River, with large woollen and cotton mills and other industries. It has 4 churches, 2 banks, a paper, and a high-school,

and the adjacent farms are prolific in milk and vegetables. The town has about 10,000 inhabitants, and the adjacent town of Salisbury has about 1,300. **Powwow Hill** is just N. of the village, and is 323 ft. high. It commands a famous * view, including the ocean, Cape Ann, the Ipswich hills, the long strip of Plum Island, the picturesque city of Newburyport, the Isles of Shoals, Mt. Agamenticus, the long curves of the blue Merrimac River, and a great area to the N. and W., including even the distant White Mts. Daily stages run from Amesbury to the carriage-manufacturing village of **Merrimac** (5 M. W.), near Kimball's Pond and Brandy-brow Hill. A branch railroad runs thence to *Newton*, on the Boston & Maine R. R.

John Greenleaf Whittier, "the Quaker Poet" (born at Haverhill in 1807), has lived in Amesbury since 1840. His earlier years were spent in farming and journalism; and he was a fearless pioneer of the cause of Antislavery, to whose advancement his life was devoted. He is peculiarly the poet of New England, and has written admirable descriptions of its rural life and scenery. The ancient towns of Essex North and the surrounding seas have been richly illustrated by his legendary poems, especially by "Snow-Bound," "The Tent on the Beach," and "The Ballads of New England."

75. Palmer to Winchendon.

By the Ware-River Railroad in 49 M. Fare, $1.55; time, 2-3 hrs.

Stations. — Palmer to Thorndike, 4 M.; Ware, 12; Gilbertville, 16; Old Furnace, 21; Barre Plains, 24; Coldbrook, 27; Williamsville, 33; Templeton, 39; Baldwinsville, 43; Waterville, 47; Winchendon, 49.

The line runs N. through the pleasant glens of Palmer, and the New-London Northern Railroad soon diverges to the l. The course of the Ware River is followed, and beyond the hamlet of *Thorndike* the Pattaquattic Ponds and Hill are seen on the r. Rounding the latter the train soon reaches **Ware** (*Hampshire House*), where 900 operatives are engaged in cotton and woollen mills. The village is picturesquely situated near the foot of Colonel's Mt. (1,172 ft. high) and other bold highlands. This town has 7,500 inhabitants, 6 churches, a bank, a library, and a grange.

The soil of Ware is singular, even in New England, for its hardness and sterility. It was granted to a company of the veterans of King Philip's War, but after due examination they sold it for two cents an acre. President Dwight rode through the town, and said of the land, "It is like self-righteousness; the more a man has of it, the poorer he is." The poetic account of the genesis of Ware asserts that

> "Dame Nature once, while making land,
> Had refuse left of stone and sand;
> She viewed it well, then threw it down
> Between Coy's Hill and Belchertown,
> And said, 'You paltry stuff, lie there,
> And make a town, and call it Ware.'"

The line next traverses a long valley, and enters *Hardwick* (Hardwick House), a large dairy-town with several prosperous paper and woollen mills. *Gilbertville* is a manufacturing village under Mt. Dougal, whence stages run N. to Hardwick Centre in 2½ M. Beyond *Old Furnace* the train soon reaches **Barre Plains** (*Massasoit Hotel*), whence stages run to Barre, 3 M. N. This town has 2,460 inhabitants, 5 churches, a library, news-

paper, high-school, and soldiers' monument. The soil is good, and there are many dairy and pasture farms and valuable forests. The factories make cotton and woollen goods, boots and shoes, and palm-leaf hats.

Daily stages run from Barre to *Dana*, 7 M. W.; and to *Petersham*, 8 M. N. W., a lofty and ancient farming town where Gen. Lincoln defeated Shays's rebel forces, in 1787, and where Samuel Willard (the musician) and Dr. Austin Flint were born; also from Coldbrook station to **Coldbrook Springs** (*Sanitarium*), ½ M. S. E., valuable mineral-waters in the picturesque town of Oakham.

The line now runs N. up the valley of the Burntshirt River, through a hilly and thinly-settled region, passing *Williamsville* and soon reaching *Templeton Centre* (two hotels), the chief village of a farming town of 3,000 inhabitants, with 6 churches, a high-school, and several small factories.

Stages run 4 M. W. to *Phillipston*, a highly diversified farming town with a public library and a soldiers' monument (to 13 dead); also 4 M. E. to *E. Templeton* and *S. Gardner*. Templeton was granted to veterans of the Narragansett War.

At *Baldwinsville* the Fitchburg Railroad is crossed, and the train runs N. by Waterville to **Winchendon** (see page 413), where it meets the Cheshire & Monadnock and the Boston, Barre & Gardner Railroads.

76. Springfield to Athol.

Stations.—Springfield to Indian Orchard, 6½ M.; Ludlow, 7½; Collins, 10¾; Red Bridge; Three Rivers, 16¾; Barrett's Junction, 17¾; Bondsville, 19; W. Ware, 19; Enfield, 27; Smith's, 28; Greenwich, 30½; Greenwich Village, 32; N. Dana, 38; New Salem, 40; S. Athol, 43; Athol, 48¼.

The line runs out from Springfield to the N. E., and soon reaches the pleasant village of *Indian Orchard*, beyond which it crosses the Chicopee River, near *Jenckesville*, a prosperous factory-village. *Ludlow* is 3 M. N. of its station (daily stages), in the centre of a farming town of 1,222 inhabitants, with a handsome soldiers' monument. The train follows the Chicopee River, and slowly rounds the massive Minechoag Mt. (on the l.). Beyond *Three Rivers* it intersects the New-London Northern Railroad (Route 12), at *Barrett's Junction*, and ascends the Swift-River valley by *Bondsville*, through a rolling country. *Enfield* (Swift-River House) is a rural hamlet in a farming and dairy town of 1,065 inhabitants, among high and wooded ridges.

Mt. Ell and Rattlesnake Mt. are in Prescott; and in Pelham (Pelham Hotel) is Mt. Lincoln.

Greenwich (Greenwich Hotel) is just N. of Mt. Lizzie, in a rural town of 606 inhabitants, occupying the old Indian domain of Quabin. The line next traverses the hill-country to *N. Dana* (small hotel), near Neeseponsett Pond. Daily stages run S. E. to Dana (5 M.) and Barre (12 M.), and to *New Salem* (New-Salem House), a highland hamlet near the lofty Packard's Mt. Beyond S. Athol the train reaches **Athol** (*Summit Hotel*, a large summer-resort), at the intersection of the Fitchburg Railroad. Athol is a pretty and growing village, with 2 banks, 5 churches, a high-school, and several fine residences. The water-power of Miller's River is utilized for manufactories of cotton and woollen goods, palm-leaf hats, paper, scythes, castings, shoes, and other articles. The town has nearly 200 productive farms, with 6,400 inhabitants.

77. Nashua to Keene.

Stations. — Nashua to S. Merrimack, 5 M.; Amherst, 8; Milford, 11; Wilton, 15; S. Lyndeboro, 19; Greenfield, 26; S. Bennington, 30; Hancock Junction, 31; Hancock, 35; E. Harrisville, 39; Harrisville, 42; W. Harrisville, 45; Marlboro', 49; Keene, 56. See also page 192. Semi-daily stages run from Amherst station to the venerable village of **Amherst** (*Amherst House*), 3½ M. N. W., with a soldiers' monument on its central common. Stages also from Amherst station, 1½–2 M. to

Milford Springs

(* Hotel Ponemah, built in 1883, and run by Barnes and Dunklee, of the Hotel Brunswick, Boston), high up on the hills, and commanding an extensive view down the Merrimack Valley, and over lines of distant hills and leagues of forests. The medicinal virtues of these springs were discovered in 1818, after a series of angelic apparitions near their site (such is the rural legend). They became very popular as a remedy for cutaneous diseases, rheumatism, debility, dyspepsia, and other maladies, and were visited annually by thousands of invalids.

The old hotel still stands at the foot of the hill, upon which the Hotel Ponemah was built in 1883, with all the luxuries of a first-class house, wide piazzas, airy halls, open fireplaces, gas lights, electric bells, barber-shop, billiards, livery-stable, etc. There are pleasant rambles in the adjacent forest, beyond the quaint little pavilions over the springs. Vast quantities of the Milford water are sent to the cities, and used medicinally or for a table-water. The Ponemah water has but 3 grains of mineral matter in a gallon, and is one of the purest waters known, of great virtue in cases of dyspepsia, rheumatism, and other organic troubles. The Milford is another very pure spring, rich in natural salts and carbonic acid; and the Iron and Magnesia Springs are tonic, and recuperative in their properties. The Hotel Ponemah is 700 ft. above the sea, amid fragrant pine-groves, and near a charming country hill-road.

Mont Vernon (*Conant Hall*, 60 guests; *Bellevue House*, 50; *Sunset House*; Campbell's, Deacon Sterrett's, etc., $6–10 a week), 5 M. from Milford station (semi-daily stage), and 7 M. from the Ponemah, is a pretty hill-top hamlet, 1,000 ft. above the sea, with grand views and interesting drives (see also page 192). It has many summer-visitors; and is but 4 M from *Joe-English Hill*, in New Boston.

A pleasant drive of 5½ M. leads from the Ponemah to **Hollis**, the ancient *Nissitisset*, a deeply embowered farming-village. There are other attractive drives to Amherst, 4½ M.; Nashua, 9; Barnes' Falls, 9; Lake Baboosic, 10; Lake Potonapa, 7; Purgatory Falls, 8; etc.

From Amherst station the train ascends the Souhegan valley, by the busy village of *Milford*, to Wilton station, whence daily stages run to W. Wilton, 4; and Greenville, 8 M.

Wilton to Greenfield, see page 415.

78. Fitchburg to Providence and New Bedford.

This is a favorite route between Vermont and New Hampshire, on the N., and Southeastern Massachusetts, Cape Cod, Martha's Vineyard, and Nantucket, on the S. and E. Trains from Fitchburg to New Bedford in 1½ – 2 hrs.

The train runs S. E. from Fitchburg down the picturesque Nashua valley to **Leominster** (*Leominster Hotel*), an ancient and attractive manufacturing village among the hills. From *Pratt's Junction* a branch diverges to Sterling and Worcester; and the present route runs S. E. to carpet making **Clinton** (*Clinton House*), where it crosses the Worcester, Nashua, and Rochester Railroad. From *Bolton Depot* semi-daily stages run 3 M. N. E. to **Bolton**, famous for its rural beauty, rich farms, and far-viewing hills. In *Berlin* (Belmont House) the Mass. Central R. R. is crossed. The next station is *Northborough* (Northborough Hotel), surrounded by noble hills, and containing several churches and a soldiers' monument. **Marlborough** (*Central House*) is a rich farming and shoemaking city of 14,000 inhabitants, with 2 papers, 7 churches, and soldiers' monument. Here stood a village of Eliot's Christian Indians; and King Philip's warriors attacked the place in 1676. (Branch line hence to S. Acton.) *Southborough* is a lovely rural hill-town, with a soldiers' monument on the green in front of the Congregational Church. Here is the Episcopal St. Mark's School, with its handsome stone chapel; and near the village is Burnett's famous Deerfoot Farm. *Fayville* is a shoemaking village. *Framingham*, see page 125. At **S. Framingham**, the line crosses the Boston and Albany R. R. (Route 21), and other routes diverge to Milford (see page 125), and Lowell (see page 125). The New-Bedford train runs S. E. 3 M. to *Sherborn*, an apple-bearing town, near the Woman's Prison of Massachusetts. The train next crosses the Charles River, and at *Medfield Junction* intersects the N. Y. & N. E. R. R. (Woonsocket Division). **Medfield** (*Medfield Hotel*) is a handsome village, where straw hats and bonnets are made (see page 120). At *Walpole* (Walpole Hotel), formerly a part of Dedham, the N. Y. & N. E. R. R. main line is crossed. Beyond *S. Walpole* and the Neponset River is **Foxborough** (*Cocasset House*), manufacturing straw goods, and adorned with a granite memorial hall. At *Mansfield*, the Boston and Providence R. R. is crossed; and the train runs thence S. E. across Norton to **Taunton**, and *Weir Junction*, connecting there for Cape Cod or Fall River; and thence to New Bedford (see page 90).

79. Central Massachusetts.

By the Central Massachusetts Division of the Boston & Maine Railroad.

Boston to Northampton in 3 to 4 hours.

The train runs out from the Lowell station, in Boston, and crosses the cities of Cambridge and Somerville. At *N. Cambridge Junction* a branch line diverges to the historic towns of Lexington and Concord, and to the pleasant summer-resort of Bedford Springs. The Central line keeps to the W., and passes the aristocratic hill-village of *Belmont*, longtime the home of Howells; *Waverly*, with one of the noblest groves of mighty oaks in America, growing on a steep moraine, and celebrated in Lowell's poems; *Waltham*, the seat of the great American watch-factory, where more than 2,000,000 watches have been made; *Weston*, with several patrician summer-estates; and **Wayland** (*Wayland Inn*), a lovely rural village, near the Sudbury Meadows and the far-viewing Reeves Hill. Lydia Maria Child dwelt here for many years.

Just beyond Wayland, the train crosses the Sudbury River; and at *S. Sudbury* the railway from Lowell to Framingham and Newport is intersected (see page 125). Sudbury Centre is seen high up on its hill-top, on the N., wreathed with memories of long-past battles. *Wayside Inn* station is about 1 M. from the old tavern immortalized by Longfellow (see page 125), which is still in good preservation.

Rockbottom and **Hudson** (*Hudson House*) are stations in the town of Hudson, in the Assabet Valley, with shoe-factories and other industries. Here crosses the railway running from the busy shoe-making city of Marlboro to Maynard, the seat of the enormous Assabet Woolen Mills — and S. Acton. Semi-daily stages run 3½ M. N. W. from Hudson to *Bolton*, a beautiful and secluded hill-village, near the lofty Wattoquottoc Hill. Beyond *S. Bolton*, the train crosses the railway from Fitchburg to New Bedford, at *W. Berlin*. Beyond *S. Clinton* (whence stages to Clinton) the line passes the stations of *Boylston* and *W. Boylston* (Central House) in a thinly settled rural region. At Oakdale, the Central line crosses the railway running from Worcester to Fitchburg and to Portland. Semi-daily stages run 6½ M. N. W. from Oakdale to W. Sterling and E. Princeton, the latter of which is almost enclosed between Justice Hill and the lofty heights of Mount Wachusett (see page 412).

Station, *Quinapoxet*, in the town of Holden, which contains six other valley hamlets. Just over the line, in Paxton, Asnebumskit Hill reaches a height of 1,407 ft. above the sea-level, and commands a broad and delightful view. Daily stages run between Paxton and Worcester, 8 M.

At *Jefferson*, the line crosses the railway from Worcester to Gardner and Winchendon, leading to Princeton and other hill-resorts. *Muschopauge* station is near the picturesque Musquapog Pond.

Rutland (*Muschopauge House*, $8 to $15 a week; *Prospect House*, $7 to

$10) is the central town of Massachusetts, on a plateau 1,200 ft. high. It has many legends of the Indian wars, and of Burgoyne's captive army, longtime quartered here on Barrack Hill. Rutland attracts many visitors in summer, being very cool, and with refreshing and healthful air. *W. Rutland* station is 1 M. from its village ; and from *Coldbrook Springs* (Spring Hotel), with once-famous mineral springs, semi-daily conveyances run 3 M. S. to rural Oakham.

Now the train enters the Ware-River valley, and runs far S. W. alongside the Boston & Albany Co.'s railway from Springfield to Winchendon, to avoid the great and rugged highlands which wall in the Swift-River valley. Stages run from Barre station 3 M. N. to **Barre** (*Hotel Barre ; Naquag House*), a pleasant village much sought by summer-vacation tourists, on a far-viewing hill-top. Daily stages run thence to Nichewaug, Dana, and Petersham.

Barre Plains (*Hotel Brunswick*) is in the same broad and hill-adorned dairy-town. *Hardwick* is another butter-and-cheese town ; and from *Gilbertville* (Windsor Hotel) stages run semi-daily 3 M. N. to Hardwick Centre, high up among the hills.

Gilbertville is a factory-village ; and so is the next station, *Ware* (see page 421), with its cotton and woollen mills at the falls on Ware River. Passing the rugged Pattaquattic Hill, the train soon reaches the factory village of Bondville, on the Swift River. Near the latter point the line crosses the railway from Springfield to Athol.

Belchertown (*Belcher House*, $10 to $15 a week) is a handsome highland village near the W. end of the Mount-Holyoke range, and amid much beauty of scenery. It is a favorite summer-resort for New-Yorkers, who have some attractive villas in this vicinity. Here Dr. J. G. Holland was born ; and Henry Ward Beecher preached his first sermon (see also page 100).

The New-London Northern Railway is often in sight, up to S. Amherst. The Central line descends toward the Connecticut Valley, with charming views of the Holyoke peaks, winding and unwinding in interesting combinations, and seen across lily-strewn ponds.

Station, *Amherst*, close to the ancient college (see page 100). A long grade leads the line down to *Hadley* (page 161), whence semi-daily stages run 3 M. N. to N. Hadley, following the road along the beautiful river.

It is less than a league from Hadley, over the rich meadows of the Connecticut, to **Northampton** (see page 159).

The Poughkeepsie-Bridge Route, from Boston to Washington and the West.

Pullman buffet cars leave Boston daily, at late afternoon, arriving without change at Washington before noon the next day.

The route is by the Central Massachusetts Division of the Boston & Maine Railroad to Northampton. Thence the Washington train follows

the New-Haven & Northampton line through Easthampton and Southampton, Westfield and Granby, to Simsbury. Here the Central New-England & Western Railroad is entered, and the train runs through the beautiful and romantic mountain-scenery of northwestern Connecticut, in Norfolk, Canaan, and Salisbury (see page 121). Some of the finest peaks of the Taconic Range approach the line as it swings northward to *Boston Corner*. After a long run down the valleys of Dutchess County the train reaches the Hudson, and runs across the river on the famous Poughkeepsie Bridge, 1¾ M. long, with three cantilevers resting on four pyramidal steel towers 100 ft. high.

Poughkeepsie, see page 346. After crossing the broad river, the train runs S. W. across Ulster County, to Campbell Hall and Orange, and traverses the entire length of Orange County, famous for its rich dairies. Then comes a section of the highland country of New Jersey, beginning at Deckertown. Beyond the fine mountain-scenery around the Delaware Water Gap, the line enters Pennsylvania, and runs across to Bethlehem, the famous capital of the Moravian Church. The route thence lies nearly south, across a region largely populated by Pennsylvania Dutch, to Philadelphia.

The line from Philadelphia to Washington is the famous old Baltimore & Ohio, traversing Wilmington, the metropolis of Delaware; crossing the broad Susquehanna River at Havre de Grace ; and running around Baltimore, the Monumental City. It is less than an hour thence to Washington.

80. The Upper Deerfield Valley.

The Hoosac-Tunnel & Wilmington Railroad was opened in 1891. It is 25 M. long, from the E. entrance of the Hoosac Tunnel to Wilmington ; and is a narrow-gauge line, with stations at Hoosac Tunnel, Monroe Bridge, Sherman's, Readsboro, Whitingham and Jacksonville, Graves Place, Castle Bridge, and Wilmington.

The railway follows the wild and picturesque Deerfield Valley, here narrowing to a mere gorge, overhung by rugged hills and deep forests, and with the river flashing in its depths. *Monroe Bridge* has Ramage's paper-mills; *Sherman's*, a group of lime-kilns; and *Readsboro* (Goodell's Hotel), the Newtons' paper, box, and chair mills. Whitingham is near the birthplace of Brigham Young, and Sadawga Pond. **Wilmington** (*Vermont House*) is one of the quaint old hill-villages of the Green-Mountain State, with white houses shining over the valley, a newspaper, savings-bank, and four churches. Daily stages run to Brattleboro.

Lake Raponda (*Lake-Raponda House*, 100 guests), 4 M. N. of Wilmington, by stage, is framed by the Green Mountains, 2,200 ft. above the sea. Its crystalline waters abound in fish. The shores are held by an association, for sites for summer cottages.

A path leads to the top of Haystack Mountain, which views Holyoke and Greylock, Monadnock and Wachusett, Ascutney and Wantastiquet.

81. Boston to Woonsocket.

New-York & New-England Railroad.

The train leaves the Albany station, at Boston, and runs over the line of the Boston & Albany Railroad, through Longwood and the beautiful suburban town of Brookline ; past the Chestnut-Hill Reservoir; through Newton Centre, with its great Baptist Theological Seminary; and to the picturesque old manufacturing village of Newton Upper Falls.

At *Cook Street* station, just before reaching the Upper Falls, the train leaves the Newton Circuit line of the Boston & Albany Railroad, and passes on to the N. Y. & N. E. rails. Crossing the Charles River, it reaches *Highlandville*, a forest-girt hill-hamlet, near Rosemary Lake. The next station is **Needham**, a pleasant old village, which was incorporated in 1711, and named after Needham in England. Amid the picturesque hill and river scenery of this town are numerous homes of Boston merchants ; and there are valuable market-gardens on the lowlands. The town has 3,000 inhabitants; with fine tree-lined roads, ten churches, and a public library. Running thence S. W. by the steep High Rock, the train crosses the Charles River near *Charles-River Village*, and runs down to *Dover*, a quiet old rural hamlet, near the far-viewing Pekin Hill.

Medfield (*Elm Tree Inn*) is a very attractive village, with gray old colonial farm-houses half-hidden under immemorial trees, elms, maples, and oaks. Among its ancient memorials are the Bosworth and Peaks cottages, nearly two centuries old. Among the natives of Medfield were Hannah Adams, the eccentric and learned historian ; Lowell Mason, the illustrious musical composer ; and George H. Derby, an officer of the United-States army, and well known for his humorous writings, over the signature of "John Phœnix." Inness, Monks, and Cass for years painted pictures of the charming rural scenery in this vicinity. The chief industry of the town is making straw goods.

In 1675, King Philip led a swarm of Indian warriors into the village, and burned 50 houses, killing 20 persons and taking many prisoners. At last, the people got an old cannon into position, and drove off their unwelcome visitors.

Station, *Millis*, near the Oak-Grove Farm. **Medway** (*Quinobequin House*) is an old-fashioned village, with straw-works and canneries. *W. Medway* (Danforth Hall) makes boots and shoes. Daily stages run 4 M. W. from *Caryville* to Milford. At *Bellingham Junction* the line crosses the railway from Milford to Franklin and Providence.

At *Woonsocket Junction* the line crosses the main line of the N. Y. & N. E. Railroad ; and soon afterward reaches the busy manufacturing town of **Woonsocket** (see page 93).

From this point the line runs down through several manufacturing hamlets in Rhode Island, to *Pascoag*, where woollen-mills are in operation.

82. Jefferson Hill.

Hotels. — *The Waumbeck (300 guests, $21-25 a week), Jefferson-Hill House ($10-17), Plaisted House and Maple House ($8-15), Grandview, Woodard, Hillside, Union, etc. At *Jefferson Highlands*, Mount-Adams House, Crawford House, Pliny-Range House, and Highland House ($7-12 a week).

Railroads. — The Concord & Montreal line has a station at Jefferson Hill, and another at the Highlands, on its route from Whitefield to Berlin Falls (opened in 1893). The Maine Central line, from Portland or Boston to Quebec, has a station 1½ M. from the hill.

83. Northern Vermont.

From the White Mountains to Lake Champlain.

By the *Maine Central Railroad* from Fabyan's to Lunenburg, and thence by the *St-Johnsbury & Lake-Champlain Division* of the Boston & Maine Railroad. Fabyan's to Maquam, 6 hours.

Stations. — Fabyan's to Zealand, 2 M.; Twin Mountain, 4; Quebec Junction, 10; Hazen's Junction, 11; Whitefield, 14; Scott's Junction, 17; Lunenburg, 20; E. Concord, 25; Miles Pond, 27; N. Concord, 31; W. Concord, 34; E. St. Johnsbury, 38; St. Johnsbury, 42; Danville, 54; W. Danville, 57; Walden, 62; Greensboro, 70; E. Hardwick, 73; Hardwick, 77; Wolcott, 83; Morrisville, 91; Hyde Park, 95; Johnson, 98; Cambridge Junction, 106; Fletcher, 111; E. Fairfield; Fairfield, 116; Sheldon, 120; Sheldon Junction, 125; E. Highgate, 129; Highgate, 133; E. Swanton, 137; Swanton, 138; Maquam, 140.

The first part of this route descends the Wild Ammonoosuc valley; crosses to Whitefield; rounds Dalton Mountain; and runs over the Connecticut River to the pleasant highland hamlet of **Lunenburg** (*Chandler House*), which commands a fine view of the Lancaster meadows and the White Mts. Beyond this point, it passes along Miles Pond, and traverses the quiet old hamlets of Concord (branch railway from N. Concord to

Victory and Stevens), following the valley of Moose River down nearly to the busy town of **St. Johnsbury** (see page 169). The next station, *Danville Green* (Elm House), is famous for its noble view of the White Mts. Within an hour's running westward (19 M.) from St. Johnsbury the railway rises 800 ft., and from its long horseshoe curves affords many charming views of the White and Green Mts. *W. Danville* is the station for Joe's Pond, famous for its black-bass fishing. *Walden* station is the summit of the line, with broad and beautiful prospects. Daily stages run thence to Walden and *Cabot* (Winooski House).

Beyond Walden the line traverses the famous *Greensborough Bend*, swinging around the hillsides for seven miles to gain a single mile, the tracks being visible far below. Stages run daily from Greensborough Bend (inn) to *Craftsbury*, and Greensborough, near *Caspian Lake* (Caspian-Lake House). This region produces much butter, grain, and maple sugar; and is visited in summer by many New-Haven people. The train descends the pleasant Lamoille Valley to *Hardwick* (Centennial House; Maple Park), with fine views of Mt. Mansfield and Camel's Hump. Beyond *Wolcott* (Wolcott House) comes *Morrisville* (Morrisville House; Vermont), whence daily stages run 4½ M. to *Lake Elmore* (Lake-Elmore House) and 8 M. S. W. to **Stowe** (see page 202).

Station, *Hyde Park* (Elms House), the capital of Lamoille County, and the home of Gov. Carroll. Daily stages run 37 M. N. to *Jay* and *N. Troy*, on the Canadian Pacific Railway, by Eden, Lowell (change), and Westfield.

Beyond Hyde Park, the line follows the river between Sterling Mountain and Round Mountain, to *Cambridge Junction*.

Turning sharply to the N. the train leaves the Lamoille Valley, and runs for nearly a score of miles through the mountains of Fletcher and Fairfield, to the Missisquoi Valley, which it follows by *Sheldon Junction*, the crossing of the Central Vermont line, to *E. Highgate* and *Highgate*. It crosses the Central Vermont again; and after passing through *Swanton*, reaches its terminus on **Maquam Bay** (*Hotel Champlain*), whence steamboats run down Lake Champlain.

The Lower Lamoille Valley. By the Burlington & Lamoille Division, C. Vt. R. R.

Stations. — Burlington to Winooski, 3 M.; Essex Junction, 8; Essex Centre, 11; Jericho, 15; Underhill, 19; N. Underhill, 23; Cambridge, 30; Jeffersonville, 33; Cambridge Junction, 34.

Leaving the main line of the C. Vt. R. R. at *Essex Junction* (Central House), the line crosses to the valley of Brown's River, at *Essex Centre*, where there are several summer boarding-houses. *Jericho* (Beach House) is another pleasant hamlet among the hills.

Underhill (*Dixon House*, 75 guests; $8 to $12 a week) is a pretty village N. of and in full view of the grand uplifted profile of Mt. Mansfield.

There are many attractive drives in the vicinity, including Cilley Hill (1½ M.), with its magnificent view of the Green Mts.; Fairfax Falls (15 M.); the dens, cliffs, and caverns of Nebraska Notch; Bolton Notch (11 M.); and Mt. Mansfield. Semi-daily stages run 3 M. E. to *Underhill Centre* (Cottage House).

Cambridge (*Borough House*) has a daily stage 4 M. S. E. to Pleasant Valley, amid the ridges of Mount Mansfield. *Jeffersonville* (Cottage House) is a brisk manufacturing village, with three churches, in the Lamoille Valley. At *Cambridge Junction* the present route meets the St.-Johnsbury and Lake-Champlain Railroad.

84. The Northern Islands.

Besides the steamboat routes from Burlington and Plattsburgh, there are daily stages running to these interesting islands, leaving E. Alburgh, on the O. & L. C. R. R., and visiting Alburgh Springs, 1½ M.; Alburgh Centre, 3½; Isle La Motte, 11½; La Grange, 10½; N. Hero, 17; Grand Isle, 24; Keeler's Bay, 30; and S. Hero, 32.

Isle La Motte (*Houghton's*) covers 4,600 acres, and produces much valuable marble.

North Hero (several boarding-houses) covers 7,400 acres, and was settled in 1783. Its village, called "The City," contains the public buildings of this island county.

South Hero (*Iodine-Spring House; Island House;* and four summer boarding-houses) covers 18,000 fertile and level acres, being 14 M. long by 3½ M. wide. It is 13 M. by daily stage (over the long bridge) from Milton station.

Eastward of these islands extends one of the fairest parts of Lake Champlain, nearly cut off from that water, and covering almost 100 square miles. It is deep and clear, and has a dozen or more pretty islets. This is a favorite place to fish for black bass, yellow perch, and pike.

On St.-Albans Bay are the Rocky-Point Hotel and Lake-View House ($9 to $15 a week), each about 6 M. from St. Albans. There are also three summer boarding-houses here, charging $5 to $8 a week.

85. The White Mountains to Quebec.

By the Maine Central and Quebec Central Railways. Pullman through trains at night in 11 hours.

Chief Stations. — Portland to North Conway, 60 M.; Intervale, 63; Glen, 66; Bartlett, 72; Sawyer's River, 76; Frankenstein, 82; Crawford House, 87; Fabyan House, 91; Quebec Junction, 100; Jefferson, 105; Riverton, 108; Lancaster, 112; Guildhall, 118; Maidstone, 125; N. Stratford, 132; Columbia Bridge, 141; Colebrook, 145; Piper Hill, 151; W. Stewartstown, 153; Beecher Falls, 155; Hall's Stream, 157; E. Hereford, 160; Paquetteville, 165; Malvina, 169; Auckland, 171; St. Malo, 173; Clifton, 179; Eaton Corner, 187; Cookshire Junction, 191; Brook-

bury, 199; Dudswell Junction, 204, 322; Dudswell, 209; Weedon, 220; Garthby, 231; Coleraine, 241; Thetford Mines, 251; Broughton, 262; Irving, 271; Beauce Junction, 284; St. Anselme, 306; St. Henry Junction, 516; Quebec, 322.

This route traverses the wild defiles of the White Mts., on its way from Portland or Boston to Quebec; and passes several of the chief summer-resorts. At *Quebec Junction,* between the Twin-Mountain House and Whitefield, the Quebec Division of the M. C. Railroad swings off to the N., and soon reaches the station 1½ M. from Jefferson (see page 229). Noble mountain views are enjoyed, as the train advances to Lancaster, one of the most attractive county-towns in New England, and much visited in summer. Thence the route lies up the fertile and pleasant Connecticut Valley, with the Pilot Mts. on the right. At N. Stratford, connection is made with the Grand Trunk Railway. Colebrook is the station for Dixville Notch; and from W. Stewartstown daily stages run to Connecticut Lake (page 245), 17 M. N. E.

Soon afterward, the train enters the eastern townships of Canada, originally settled by New-England Loyalists. The Canadian Pacific Railway is crossed at *Cookshire;* and at *Dudswell Junction* the train runs on to the rails of the Quebec Central Railway. *Marbleton* has large marble-quarries; *Lake Weedon* ships much lumber; Southby is on the shore of the attractive Lake Aylmer; and Thetford employs 600 men in mining the rare fibrous mineral, asbestos.

Near *Beauce Junction* (with the Chaudière-Valley line to St. Francis), the train enters the Chaudière Valley, which is followed down for many miles, along the route traversed in 1775 by Arnold's heroic army. After passing several typical Canadian hamlets, with tin-clad spires and red roofs, the train reaches Levis, and the ferry across the majestic St. Lawrence to Quebec (see page 375).

86. The Rangeley Lakes.

are made very accessible by the opening (in 1891) of the Phillips & Rangeley Railroad. The journey is made in 12 hours, from Boston by Portland to Rangeley (8.30 A. M. to 8.30 P. M.). Boston to Rangeley and return, $12.50. Address W. A. Rich, Phillips, Maine, for routes and rates. The route follows either Route 37 (see pages 248 to 274) or Route 38 (pages 274 to 284) to Portland; and Route 41 (pages 291 to 292) to Phillips. Thence the Phillips and Rangeley line runs to *Redington Mills, Dead River,* and *Rangeley,* in 1¾ to 2 hours.

Buckboards leave Rangeley daily for **Kennebago Lake** (*Kennebago House*), 9 M. N. A steamboat runs twice daily from Rangeley to **Indian Rock** (*Mountain View House*), whence a road 1½ M. long leads to the steamboat on Lake Mooselucmaguntic (*Mooselucmaguntic House,* at Haines Landing; and Bemis Camps; also Pleasant-Island Camps, on Cupsuptic

Lake). Connections are made below for Lakes Mollychunkamunk, Welokennebacook, and Umbagog.

The mails are taken from Rangeley 10 M. N. by road thrice weekly in summer to Kennebago Lake. There is a daily mail-route from Rangeley to *Camp Caribou*, on Parmachenee Lake, leading by steamboat to the N. end of Cupsuptic Lake, and thence 30 M. N. W. by road.

87. The Maine Forest.

The Canadian Pacific Railway.

Stations. — St. John to Mattawamkeag, 146 M.; Chester, 153; Seboois, 167; Lake View, 182; Brownville Junction, 188; Onawa, 206; Greenville, 222; Moosehead, 232; Askwith, 240; Mackamp, 249; Long Pond, 255; Jackman, 262; Holeb, 275; Lowelltown, 286; Boundary, 290; Lake Megantic, 306; Sherbrooke, 373; Montreal, 481.

The Canadian Pacific Railway, from St. John to Montreal, Winnipeg, and Vancouver, crosses the wilderness of Maine by a splendid first-class line, giving access to many localities hitherto almost inaccessible.

From *Mattawamkeag*, a station well known to canoe-men, on the Penobscot River, the route westward leads through a thinly settled region. Seboois is not far from the island-studded *Lake Seboois*.

Lake View is near the foot of **Schoodic Lake**, whose S. and S. W. shores are followed by the train for a long distance. The lake is very irregular and picturesque, 9 by 2 M. in area, and full of fish. At *Brownville Junction*, the line crosses the railway to *Katahdin Iron Works*. Deep rock-cuttings are now traversed, with frequent views of Boarstone Mt., the Roach-Brook valley, and the Benson Ponds.

Onawa is near the beautiful and island-strewn **Lake Onawa**, in old times known as Ship Pond, and skirted for a long distance by the Canadian Pacific. The line crosses a ravine near Onawa on a noticeable iron bridge, 1500 ft. long and 130 ft. high. In the valley of Wilson Stream, the route runs over high galleries and trestles, along the base of Boarstone Mountain; and so swings round to *Greenville* (Moosehead Inn), the chief port of Moosehead Lake. Steamboats run thence to the Mount-Kineo House and other landings (see page 296); and a railway diverges to Bangor.

The line follows the shore of Moosehead Lake for miles beyond Greenville, with pleasant views over the waters, from rocky points and the crossings of the bays.

Moosehead (hotel) station is near the shore of the great lake, which discharges into the Kennebec River near *Askwith* station. The track crosses the E. outlet just below the dam. After leaving the lake, the track traverses the wonderful natural pass of Misery Notch, between walls 300 ft. high, a natural defile through an otherwise impassable range of mountains. The route ascends the valley of the Moose River, by the lovely

Brassua Lake and Long Lake, to the hamlet of *Jackmantown* (Adams's Hotel), whence Long Pond and the connected waters may be descended by canoes to Moosehead Lake, 32 M. E. Daily stages run 2 M. to *Moose-River Village* (Newton House), whence stages every other day 11 M. N. W. to *Sandy Bay* (Hilton's Hotel) and 2 M. farther to Boundary Line, where the Old Canada Road crosses the international frontier. 13 M. S. E. of Jackmantown, along the Old Canada Road (which leads to The Forks, Solon, and Skowhegan), is Parlin Pond, with its hotel and post-office (15 M. by stage thrice weekly from The Forks). A favorite canoeing route from Moose-River Village leads up to the Wood Ponds and Attean Pond, abounding in trout, whence 1 M. of good portage road conducts to *Holeb Pond.*

Beyond Jackmantown the line runs near Wood Pond and the beautiful Attean Pond, following the latter for 5 M. Further W. is Holeb, not far from Holeb Pond, whose pleasant waters are seen from the train.

Beyond the low and rugged Boundary Mts., the line enters Canada, and descends to the shore of Lake Megantic, which is followed for several miles.

88. The Maine Sea-Coast.

Camden (*Mt.-View House; Ocean House*) is a beautiful seashore resort 8 M. from Rockland (daily communication by Boston and Bangor steamers), with costly summer-villas, large boarding-houses, and pleasant islands and beaches. Here, also, are several shipyards and the largest anchor-foundry in America. Near by is a range of very picturesque and lofty mountains, visible from far off at sea, and affording amid its defiles fine bits of Tyrolese scenery. The precipice-fringed **Mt. Megunticook**, 1,265 ft. high, commands a vast sea-view; and *Mt. Batty* overlooks Penobscot Bay as far as Mt. Desert and Matinicus. The scenery about *Lincolnville Pond*, Ragged Mt., and elsewhere on the inland drives, is full of beauty and interest.

Rockport (*Carleton House*, $7–10 a week), 1–2 M. from Camden, is a rugged ship-building and lime-burning hamlet, with charming marine scenery, and drives to Beech Hill, Jameson's Point, and Camden (fine scenery on the shore-road). Within a few years Camden and Rockport have become well-known as summer-resorts, and have many handsome cottages on their hills and headlands (see also page 317).

Northport (*Waverley House*), a summer-port of the Boston and Bangor and other steamers, is a sea-fronting bluff crowned by hundreds of summer-cottages, between the pretty hamlet of Saturday Cove and Belfast, and 1 M. by carriage-road from the sea-viewing summit of Mt. Percival. This locality was occupied as a Methodist camp-meeting ground in 1848, and is still the site of enthusiastic camp-meetings (in August).

Monhegan (*Mrs. W. L. Albee's* boarding-house) has a lighthouse (200 ft. above the sea), a chapel, a schoolhouse, and 90 inhabitants. It covers about 1,000 acres (1½ by 1 M.), and has very bold shores, looming nobly above the adjacent seas, and several leagues from the nearest point of the mainland. Several vessels are owned by the islanders. There is much notable scenery here, and very impressive rocky and surf-beaten shores, with views from the hills over a vast circuit of blue sea. The Monhegan mail-boat sails from Boothbay every Tuesday and Friday; the Boothbay steamboats often make excursions to it; and Mrs. Albee, on receiving "a few days' notice," will send a boat to the mainland for guests. (See also page 316.)

Squirrel Island (*Mathews House*, 75 guests) is reached by small steamers, running several times daily from Bath, 15 M., by Westport, Five Islands, and other stopping-places. **Boothbay** (*Boothbay House; Weymouth; Menawarmet*, $1–3 a day) is a neat and thrifty village of considerable business importance, on account of its fine accessible and capacious harbor. Out in its harbor the steamer touches at *Capitol*

Island (Island House) and *Mouse Island* (Samoset House, 150 guests, $7-15 a week), small islets favored by many summer-visitors. Squirrel Island, 3 M. from Boothbay, and fronting the sea, has 1,000 inhabitants in summer, all of them pleasure-seekers, who find rare entertainment in boating and fishing, and rambling about the picturesque shores and beaches. The *Squirrel-Island Squid* is a bright summer newspaper, in which the gossip of the place is printed, and the fascinating legends of the adjacent coasts. **Ocean Point** (*Ocean-Point House; Millnoket*), on the adjacent main, 6 M. from Boothbay, has many summer-cottages.

Steamers from Mouse and Squirrel Islands run daily eastward to Pemaquid and intermediate points.

The fare from Boston, by boat, to Bath and Boothbay and back, is $2.75.

Fort Popham and Hunnewell's Neck, at the mouth of the Kennebec (steamboat from Bath), are the sites of new summer-cottage colonies, with the *Eureka House* (75 guests; $7-10 a week) as their centre. Farther down, at *Small Point*, is the Spinney House ($5-7 a week). *Mere Point*, running into the sea below Brunswick, is another newly developed resort; and the inns of **Harpswell** (daily stages from Brunswick), have many summer-guests, attracted by the scenery, which Harriet Beecher Stowe says "has more varied and singular beauty than can ordinarily be found on the shores of any land whatever."

Grand Manan (*Marble-Ridge House*, at North Head; and many inexpensive boarding-houses), a Canadian island, 22 M. long and 3-6 M. wide, with 3,000 inhabitants, 10 schools, 8 churches, and valuable fisheries, is reached by steamboat in 2 hrs. from Eastport, connecting with the International steamers. It has wonderful cliff and coast scenery, good trout-fishing and hunting, many legends, good roads, several quaint hamlets, and other interesting objects, which attract numbers of artists here every year. It was settled by Loyalists from Massachusetts.

Campobello (**The Owen; The Tyn-y-Coedd*, large and luxurious new summer-hotels, built by Boston capital) is a Canadian island, 8 by 3 M. in area, with 1,600 inhabitants, two fishing-villages, picturesque beaches, headlands, uplands, evergreen forests, and sea-swept coves. The island was granted in 1767, by England, to Admiral Owen, whose family occupied the domain for over a century. The traditions of this *régime* are full of vivid interest, and meet one at every turn. In 1880 the last of the Owens abandoned the manor-house; and the island was purchased by an American syndicate, and liberally advertised as a summer-resort, great hotels having been built, new roads opened, and cottages erected. Hourly steamers run between Campobello and Eastport.

Matinicus is reached by a weekly packet from Rockland, 20 M. It lies far out in the ocean, and includes 800 acres, with 200 inhabitants, most of whom are lobstermen. There are 6 smaller islands near by.

AN

ITINERARY OF NEW ENGLAND.

SHOWING THE STATIONS AND DISTANCES ON THE CHIEF RAILROADS.

Boston to Newport and New York.

Route 3. *Page* 36. *The Old Colony Div. N. Y., N. H. & H. R. R.*

Stations. — Boston to Savin Hill, 3 M.; Harrison Square, 3¾; Neponset, 5; Atlantic, 5½; Wollaston, 6½; Quincy, 8; Quincy Adams, 8½; Braintree, 10; S. Braintree, 11½ (branch to Plymouth, 37½); Holbrook, 15; E. Stoughton, 16¾; N. Bridgewater, 20; Campello, 21½; Matfield, 23¾; E. and W. Bridgewater, 25; Bridgewater, 27; Titicut, 30; Middleboro', 34; Lakeville, 36; Myrick's, 42; Assonet, 45; Fall River, 49; Tiverton, 54; Bristol Ferry, 56; Newport, 68; New York (by steamer), 230.

Boston to Duxbury.

Route 4. *Page* 48. *The Old Colony Div. N. Y., N. H. & H. R. R.*

Stations. — Boston to Braintree, 10 M.; E. Braintree, 11; Weymouth, 11½; N. Weymouth, 13; E. Weymouth, 14½; W. Hingham, 16¾; Hingham, 17¼; Old Colony House, 18; Nantasket, 19; Cohasset, 21½; N. Scituate, 23; Egypt, 24; Scituate, 26; S. Scituate, 28; E. Marshfield, 30; Sea View, 31; Marshfield Centre, 32; Marshfield, 34; Webster Place, 36; Duxbury, 38; S. Duxbury, 39.

Boston to Plymouth.

Route 5. *Page* 51. *Old Colony Div. N. Y., N. H. & H. R. R.*

Stations. — Boston; S. Braintree, 11½ M.; S. Weymouth, 15; N. Abington, 18; Abington, 19½; S. Abington, 21½; N. Hanson, 23¼; Hanson, 24¾; Halifax, 28½; Plympton, 30; Kingston, 33¼; Plymouth, 37½.

Boston to Cape Cod.

Route 6. *Page* 54. *Old Colony Div. N. Y., N. H. & H. R. R.*

Stations. — Boston; Middleboro', 34 M.; Rock, 39; S. Middleboro', 42; Tremont, 45; S. Wareham, 47; Wareham, 49; Agawam, 51; Cohasset Narrows, 54

(branch to Wood's Hole, 72); Monument, 55; N. Sandwich, 58; W. Sandwich, 59; Sandwich, 62; W. Barnstable, 69; Barnstable, 73; Yarmouth, 75 (branch to Hyannis, 79); S. Yarmouth, 80; S. Dennis, 81; N. Harwich, 83; Harwich, 84; Brewster, 89; E. Brewster, 92; Orleans, 94; Eastham, 97; S. Wellfleet, 103; Wellfleet, 106; S. Truro, 109; Truro, 111; N. Truro, 114; Provincetown, 120.

Boston to Martha's Vineyard and Nantucket.

Route 7. *Page* 58. *Old Colony Div. and Steamers.*

Stations. — Boston; Cohasset Narrows, 54 M.; N. Falmouth, 61; W. Falmouth; Falmouth, 68; Wood's Hole, 71; (steamer to) Martha's Vineyard, 78; (steamer to) Nantucket, 116.

Boston to Providence and New York.

Route 8. *Page* 62. *Boston & Providence, Stonington & Providence, New Haven, New London & Stonington, and N. Y. & New Haven R. Rs.*

Stations. — Boston; Roxbury, 2 M.; Jamaica Plain, 3½; Forest Hill, 5; Readville, 8½; Canton, 14; Sharon, 17½; E. Foxboro', 21½; Mansfield, 24; W. Mansfield, 26; Attleboro', 31; Dodgeville, 32; Pawtucket, 39; Providence, 43½; Auburn, 49; Hill's Grove, 53; Greenwich, 58; Wickford, 64; Kingston, 71; Carolina, 77; Richmond Switch, 80; Niantic, 84; Westerly, 88; Stonington, 94; Mystic, 97; W. Mystic, 98; Noank, 102; Poquonnock Switch, 103; Groton; New London, 106. *Shore Line.* — Waterford, 109; E. Lyme, 113; S. Lyme, 118; Lyme, 122; Conn. River, 123; Saybrook, 125; Westbrook, 128; Clinton, 133; Madison, 136; Guilford, 140; Stony Creek, 145; Branford, 148; Fairhaven, 154; New Haven, 156. N. Y. & New Haven Division. — West Haven, 158½; Milford, 165; Naugatuck Junction, 168; Stratford, 170; Bridgeport, 173; Fairfield, 178; Southport, 180; Westport, 184; S. Norwalk, 187; Darien, 191; Noroton, 192½; Stamford, 195; Cos Cob Bridge, 199; Greenwich, 200; Port Chester, 203; Rye, 205; Mamaroneck, 208; New Rochelle, 212; Mount Vernon, 215; Williams' Bridge, 218; New York, 230.

Boston to New Bedford.

Route 9. *Page* 90. *Boston & Providence and New Bedford.*

Stations. — Boston; Mansfield, 24 M.; Norton, 28; Crane's, 31; Whittenton, 34; Taunton, 35; Weir Junction, 36; Middleboro' Junction, 39; Myrick's, 41; Howland's, 44; E. Freetown, 46; Braley's, 48; Acushnet, 52; New Bedford, 55.

Providence to Worcester.

Route 10. *Page* 93. *Prov. & Wor. Div.*

Stations. — Providence; Pawtucket, 4 M.; Valley Falls, 6; Lonsdale, 7; Ashton, 9½; Albion, 11; Manville, 12; Woonsocket, 16; Waterford, 17; Blackstone, 18; Millville, 20; Uxbridge, 25; Whitin's, 26; Northbridge, 31; Farnum's, 33; Saundersville, 34; Sutton, 35; Millbury, 37; Worcester Junction, 42; Worcester, 43.

Providence to Hartford and Waterbury.

Route 11. *Page* 94. *New York and New England R. R.*

Stations. — Providence; Cranston, 4 M.; Oak Lawn, 7; Natick, 8; River Point, 11; Quidnick, 13; Washington, 14; Summit, 22; Greene, 24; Oneco, 27;

Sterling, 29 ; Moosup, 32 ; Plainfield, 35 ; Canterbury, 40 ; Baltic, 48 ; Scotland, 51 ; S. Windham, 55 ; Willimantic, 58 ; Andover, 67 ; Bolton, 73 ; Vernon, 74 ; Manchester, 81 ; E. Hartford, 88 ; Hartford, 90 ; Newington, 95 ; New Britain, 99 ; Plainville, 104 ; Forestville, 106 ; Bristol, 108 ; Terryville, 112 ; Hoadley's, 119 ; Waterville, 121 ; Waterbury, 123.

New London to Vermont.

Route 12. *Page* 96. *New London Northern R. R.*

Stations. — New London ; Waterford, 3 ; Montville, 6 ; Massapeag, 8 ; Mohegan, 10 ; Thamesville, 12 ; Norwich, 13 ; Yantic, 17 ; Franklin, 20 ; Lebanon, 23 ; S. Windham, 26 ; Willimantic, 30 ; Eagleville, 36 ; Mansfield, 38 ; Merrow, 40 ; Tolland, 44 ; Stafford, 50 ; Ellithorpe, 53 ; S. Monson, 60 ; Monson, 61 ; Palmer, 65 ; Three Rivers, 68 ; Barrett's, 70 ; Belchertown, 78 ; Dwight's, 80 ; Amherst, 85 ; Leverett, 90 ; S. Montague, 95 ; Miller's Falls, 100 ; Northfield Farms, 103 ; Northfield, 109 ; S. Vernon, 111 ; Vernon, 116 ; Brattleboro', 121 ; Montpelier, 249 ; Burlington, 289 ; St. Albans, 306 ; Montreal, 369.

Norwich to Nashua.

Route 13. *Page* 104. *Nor. & Wor. and Wor. & Nashua R. Rs.*

Stations. — Norwich ; Greenville, 2 ; Jewett City, 10 ; Plainfield Junction, 16 ; Central Village, 20 ; Wauregan, 21 ; Danielsonville, 26 ; Daysville, 29 ; Putnam, 34 ; Thompson, 36 ; Grosvenor Dale, 39 ; N. Grosvenor Dale, 40 ; Webster, 44 ; N. Webster, 45 ; Oxford, 49 ; N. Oxford, 51 ; Auburn, 56 ; Worcester Junction, 59 ; Worcester, 60 ; W. Boylston, 69 ; Oakdale, 70 ; Sterling Junction, 72 ; Clinton, 77 ; S. Lancaster, 78 ; Lancaster, 79 ; Still River, 83 ; Harvard, 85 ; Ayer Junction, 88 ; Groton, 91 ; Pepperell, 96 ; Hollis, 99 ; Nashua, 106.

Saybrook to Hartford.

Route 14. *Page* 106. *Conn. Valley R. R.*

Stations. — (Fenwick) Saybrook Point ; Junction, 2 M. ; Essex, 6½ ; Deep River, 9¾ ; Chester, 11½ ; Goodspeed's, 14½ ; Arnold's, 17 ; Haddam, 17¾ ; Walkley Hill, 19 ; Higganum, 20½ ; Maromas, 23¾ ; Middletown, 29 ; Cromwell, 31½ ; Rocky Hill, 36½ ; Wethersfield, 41½ ; Hartford, 44.

New Haven to Northampton.

Route 15. *Page* 108. *New Haven & Northampton R. R.*

Stations. — New Haven ; Ives, 8 M. ; Mt. Carmel, 9 ; Cheshire, 15 ; Hitchcock's, 20 ; Plantsville, 21 ; Southington, 22 ; Plainville, 27 ; Farmington, 31 ; Avon, 37 ; Simsbury, 42 ; Granby, 47 ; Southwick, 55 ; Westfield, 61 ; Southampton, 68 ; East Hampton, 71 ; Northampton, 76 (Florence, 79 ; Leeds, 81 ; Haydenville, 83 ; Williamsburg, 84).

Bridgeport to Winsted.

Route 16. *Page* 111. *Naugatuck R. R.*

Stations. — Bridgeport ; Stratford, 3 M. ; Junction, 4 ; Derby, 13 ; Ansonia, 15 ; Seymour, 19 ; Beacon Falls, 23 ; Naugatuck, 26 ; Union City, 27 ; Waterbury, 32 (Oakville, 35 ; Watertown, 38) ; Waterville, 34 ; Plymouth, 41 ; Camp's Mills, 46 ; Litchfield, 49 ; Wolcottville, 52 ; Burrville, 57 ; Winsted, 61.

Bridgeport to the Berkshire Hills.

Route 17. *Page* 114. *Housatonic R. R.*

Stations. — Bridgeport; Stepney, 10 M.; Botsford, 15; Newtown, 19; Hawleyville, 23 (Shepaug R. R. to Lichfield, 56); Brookfield Junction, 27 (trains to Danbury); Brookfield, 29; New Milford, 35; Merwinsville, 42; Kent, 48; Cornwall Bridge, 57; W. Cornwall, 61; Lime Rock, 65; Falls Village, 67; Canaan, 73; Ashley Falls, 75; Sheffield, 79; Barrington, 85; Van Deusenville, 87; Housatonic, 89; Glendale, 92; Stockbridge, 93; S. Lee, 95; Lee, 99; Lenox Furnace, 101; Lenox, 102; Dewey's, 106; Pittsfield, 110.

S. Norwalk to Danbury.

Route 18. *Page* 115. *Danbury & Norwalk R. R.*

Stations. — S. Norwalk; Norwalk, 2 M.; Winnipauk, 3; Wilton, 7; Georgetown, 11; Branchville, 13 (branch to Ridgefield); Sanford's, 15; Reading, 17; Bethel, 21; Danbury, 24.

Boston to New London and New York.

Route 19. *Page* 117. *New York & New England R. R. & Steamboats.*

Stations. — Boston; Mt. Bowdoin, 4 M.; Mattapan, 6; Hyde Park, 8; Readville, 9; Springvale, 11; Ellis', 13; Norwood, 14; Winslow's, 16; Walpole, 19; Campbell's, 22; Norfolk, 23; Franklin, 27; Wadsworth's, 30; Blackstone, 36; Millville, 38; Iron Stone, 41; E. Douglas, 46; Douglas, 48; E. Thompson, 53 (Southbridge, 70); Thompson, 57; Mechanicsville, 60; Putnam, 61 (Willimantic, 86); Danielsonville, 69; Plainfield Junction, 79; Norwich, 95; New London, 108; New York (by steamer), about 220 M.

Boston to Woonsocket.

Stations. — Boston; Brookline, 4 M.; Newton Centre, 8; Upper Falls, 10; Highlandville, 11; Needham, 12; Charles River, 14; Dover, 16; Medfield, 19; E. Medway, 22; Medway, 25; W. Medway, 26; N. Bellingham, 29; Bellingham, 32; Woonsocket, 37½.

Hartford to Salisbury and Millerton.

Route 20. *Page* 120. *Conn. Western R. R.*

Stations. — Hartford; Bloomfield, 6 M.; Scotland; Tariffville, 11; Simsbury, 15; Stratton Brook, 17; Canton, 22; Collinsville, 25; Pine Meadow, 28; New Hartford, 29; Winsted, 35; W. Winsted, 37; Grant's, 41; Norfolk, 45; W. Norfolk, 48; E. Canaan, 52; Canaan, 55; Chapinville, 60; Salisbury, 62; Lakeville, 64; Ore Hill, 66; P. & E. and N. Y., B. & M. R. Rs. Junction, 67; Millerton, 69.

Boston to Springfield and New York.

Route 21. *Page* 124. *Boston & Albany and N. Y., N. H. & Springfield R. Rs.*

Stations. — Boston; Cottage Farm, 3 M.; Allston, 4; Brighton, 5; Faneuil, 6; Newton, 7; Newtonville, 8; W. Newton, 9; Auburndale, 10; Riverside, 11; Rice Crossing, 12½; Grantville, 13; Wellesley, 15; Lake Crossing, 16; Natick, 17; S. Framingham, 21; Ashland, 24; Cordaville, 27; Southville, 28; Westborough, 32; Grafton, 38; Millbury Junction, 39; Worcester, 44; Worcester Junction, 45; Rochdale, 53; Charlton, 57; Spencer, 62; E. Brookfield, 64; Brookfield, 67; W.

Brookfield, 69; Warren, 73; W. Warren, 75; Brimfield, 79; Palmer, 83; Wilbraham, 89; Indian Orchard, 92; Springfield, 98; Longmeadow, 102; Thompsonville, 107; Warehouse Point, 110; Windsor Locks, 112; Windsor, 118; Hartford, 124; Newington, 129; Berlin, 135; Meriden, 142; Yalesville, 145; Wallingford, 148; N. Haven, 154; New Haven, 160; Bridgeport, 177; S. Norwalk, 191; Stamford, 199; Williams' Bridge, 222; New York, 234.

The Berkshire Hills.

Route 23. *Page* 142. *Boston & Albany and Housatonic R. Rs.*

Stations. — Boston; Becket, 135 M.; Washington, 138; Hinsdale, 143; Dalton, 146; Pittsfield Junction, 149; Pittsfield, 151; Shaker Village, 154; Richmond, 159; State Line, 162.

Housatonic R. R. — Pittsfield, 151 M. from Boston; Dewey's, 155; Lenox, 159; Lenox Furnace, 160; Lee, 162; S. Lee, 166; Stockbridge, 168; Glendale, 169; Housatonic, 172; Van Deusenville, 174; Barrington, 176; Sheffield, 182; Ashley Falls, 186; Canaan, 188.

Pittsfield & N. Adams Branch. — Pittsfield, 151; Coltsville, 154; Berkshire, 157; Cheshire, 160; Cheshire Harbor, 163; Maple Grove, 164; S. Adams, 165; N. Adams, 171.

New York to Quebec.

Route 24. *Page* 157. *N. Y., N. H. & Hartford, Conn. River, Central Vermont, Passumpsic, and Grand Trunk R. Rs.*

Stations. — New York; Stamford, 34; Bridgeport, 56; New Haven, 74; Hartford, 110; Springfield, 136. Conn. River R. R. — Chicopee Junction, 140; Willimansett, 143; Holyoke, 144; Smith's Ferry, 149; Mt. Tom, 151; Northampton, 153; Hatfield, 157; N. Hatfield, 160; Whately, 162; S. Deerfield, 164; Deerfield, 169; Greenfield, 172; Bernardston, 179; S. Vernon, 186. Central Vermont R. R. — Vernon, 191; Brattleboro', 196; Dummerston, 201; Putney, 205; E. Putney, 208; Westminster, 216; Bellows Falls, 222; Charlestown, 230; Springfield, 231; Claremont, 240; Windsor, 248; Hartland, 252; N. Hartland, 256; White River Junction, 262. Passumpsic R. R. — Norwich, 267; Pompanoosuc, 272; Thetford, 277; N. Thetford, 279; Fairlee, 284; Bradford, 291; S. Newbury, 295; Newbury, 298; Wells River, 302; Barnet, 313; Passumpsic, 320; St. Johnsbury, 323; Lyndonville, 331; W. Burke, 339; Barton, 352; Coventry, 362; Newport, 367; N. Derby, 372; Smith's Mills, 377; Massawippi, 388; N. Hatley, 395; Capleton, 398; Lennoxville, 404; Sherbrooke, 407. Grand Trunk Railway. — Quebec, 426 (Montreal, 406).

Boston to the Hoosac Tunnel.

Route 25. *Page* 175. *Fitchburg* *R. R.*

Stations. — Boston; Cambridge, 3; Belmont, 6; Waverly, 7; Waltham, 10; Stony Brook, 12; Weston, 13; Lincoln, 17; Concord, 20; S. Acton, 25; W. Acton, 27; Littleton, 31; Ayer Junction, 35; Shirley, 40; Lunenburg, 42; Leominster, 46; Fitchburg, 50. Wachusett, 53; Westminster, 55; Ashburnham, 61; Gardner, 65; Baldwinville, 71; Royalston, 77; Athol, 83; Orange, 87; Wendell, 90; Erving, 92; Grout's Corner, 98; Montague, 102; Greenfield, 106; Shelburne Falls, 119; Charlemont, 128; Zoar, 132; Hoosac Tunnel, 136.

Boston to Burlington and Montreal.

Route 26. *Page* 179. *Fitchburg,* *, and Central Vt. R. Rs.*

Stations. — Boston; S. Acton, 25; Fitchburg, 50; W. Fitchburg, 51; Westminster, 55; S. Ashburnham, 60; N. Ashburnham, 64; Winchendon, 68 (branch to Peterboro', 85); State Line, 71; Fitzwilliam, 77; Troy, 82; Marlboro', 86; S.

Keene, 90; Keene, 92 (branch to S. Vernon, 116); E. Westmoreland, 100; Westmoreland, 104; Walpole, 110; Cold River, 113; Bellows Falls, 114. Central Vermont R. R. — Rockingham, 119; Bartonsville, 123; Chester, 127; Gassett's, 132; Cavendish, 136; Proctorsville, 138; Ludlow, 141; Healdville, 147; Summit, 148; Mt. Holly, 151; E Wallingford, 153; Cuttingsville, 157; Clarendon, 160; Rutland, 166; Sutherland Falls, 173; Pittsford, 176; Brandon, 183; Leicester Junction, 188; Salisbury, 193; Middlebury, 199; Brooksville, 203; New Haven, 207; Vergennes, 213; Ferrisburgh, 215; N. Ferrisburgh, 218; Charlotte, 222; Shelburne, 227; Burlington, 234; Winooski, 237; Essex Junction, 242; St. Albans, 267; Montreal, 337.

Rutland to Bennington.

Route 27. *Page* 184. *Harlem Extension R. R.*

Stations. — Rutland; Clarendon, 6 M.; Wallingford, 9; S. Wallingford, 13; Danby and Mt. Tabor, 18; N. Dorset, 22; E. Dorset, 25; Manchester, 30; Sunderland, 36; Arlington, 39; Shaftesbury, 44; S. Shaftesbury, 49; N. Bennington, 51; Bennington, 55 (Lebanon Springs, 81; Albany, 136).

Rutland to Albany.

Route 28. *Page* 187. *Rensselaer & Saratoga R. R.*

Stations. — Rutland; Centre Rutland, 2; W. Rutland, 4; Castleton, 11; Hydeville, 18; Fairhaven, 21; Whitehall, 29; Comstock's, 35; Fort Ann, 39; Smith's Basin, 43, Dunham's Basin, 48; Fort Edward, 51; Gansevoorts, 57; Saratoga, 68; Ballston, 74; Mechanicsville, 88; Albany Junction, 94 (Troy, 100); Waterford, 98; Cohoes, 98; W. Troy, 101; Cemetery, 103; Albany, 107.

Rutland & Washington Division. — Rutland; Castleton, 11; Poultney, 18; Middle Granville, 24; Granville, 26; Pawlet, 29; Rupert, 36; Salem, 45; Shushan, 52; Cambridge, 57; Eagle Bridge, 63; Troy, 85.

Boston to Lowell, Concord, and Montreal.

Route 29. *Page* 188. *Boston, Lowell, & Nashua, Northern (N. H.), Central Vt., and Grand Trunk R. Rs.*

Stations. — Boston; W. Medford, 5 M.; Winchester, 8; E. Woburn, 9 (Stoneham); Wilmington, 15; Billerica, 19; N. Billerica, 22; Lowell, 26; N. Chelmsford, 29; Tyngsboro' and Dunstable, 33; Little's, 39; Nashua, 40; Thornton's, 46; Reed's, 49; Goff's Falls, 53; Manchester, 57; Martin's, 62; Hookset, 66; Suncook, 70; Concord, 75. Northern (N. H.) R. R. — Fisherville, 82; Boscawen, 85; N. Boscawen, 89; Franklin, 94 (branch to Bristol, 107); E. Andover, 100; Potter Place, 106; W. Andover, 108; Danbury, 114; Grafton, 119; Canaan, 127; Enfield, 134; E. Lebanon, 136; Lebanon, 140; White River Junction, 144. Central Vermont R. R. — Woodstock, 143; W. Hartford, 152; Sharon, 157; S. Royalton, 162; Royalton, 164; Bethel, 169; Randolph, 176; Braintree, 182; Roxbury, 191; Northfield, 198; Montpelier Junction, 207 (Montpelier, 208); Middlesex, 212; Waterbury, 217; Bolton, 225; Jonesville, 227; Richmond, 231; Williston, 236; Essex Junction, 240 (Burlington, 248); Colchester, 244; Milton, 251; Georgia, 255; St. Albans, 265; E. Swanton, 274; Highgate Springs, 278; Province Line, 282; St. Armand, 283; Moore's, 286; Standbridge, 290; Des Rivières, 292; St. Alexandre, 299; St. John's, 308. Grand Trunk Railway. — Lacadie, 315; Brousseau's, 323; St. Lambert, 328; Montreal, 335.

Nashua to Wilton. *Page* 192.

Nashua; S. Merrimack, 5 M.; Amherst, 8; Milford, 11; Wilton, 15; Lyndeboro', 19; Greenfield, 26.

Concord to Claremont. Page 196.

Concord; W. Concord, 3½; Mast Yard, 8; Contoocook, 12 (Henniker, 20; Hillsboro' Bridge, 27); Dimond's Corner, 14½; Warner, 18½; Waterloo, 21; Roby's Corner, 23; Melvin's Mills, 25; Bradford, 27½; Newbury, 34; Chandler's, 36½; Sunapee, 40; Newport, 43; Northville, 46; Kellyville, 48; Claremont, 54½; Claremont Junction, 56½.

St. Albans to Richford. Page 206.

St. Albans; Sheldon, 10; N. Sheldon, 13; E. Franklin, 15; Enosburgh Falls, 18; E. Berkshire, 24; Richford, 28.

Boston to the Franconia Mts.

Route 30. *Page* 209. *Boston, Lowell & Nashua, and Boston, Concord & Montreal R. Rs.*

Stations. — Boston; Lowell, 26; Nashua, 40; Manchester, 57; Concord, 75. B., C. & M. R. R. — E. Concord, 77; Canterbury, 85; Northfield, 88; Tilton, 93; Union Bridge, 97; Laconia, 102; Lake Village, 104; Weirs, 108; Meredith, 112; Ashland, 120; Plymouth, 126; Rumney, 134; W. Rumney, 137; Wentworth, 142; Warren, 146; E. Haverhill, 154; Haverhill, 159; N. Haverhill, 164; Woodsville, 168; Wells River, 168; Bath, 173; Lisbon, 178; N. Lisbon, 183; Littleton, 188; Wing Road, 195 (Bethlehem, 200; Twin Mt. House, 204; Fabyan House, 209); Whitefield, 200; Dalton, 203; S. Lancaster, 206; Lancaster, 210; Northumberland Falls, 215; Northumberland, 220.

Boston to the White Mountains.

Route 31. *Page* 213. *Eastern R. R.*

Stations. — Boston; Salem, 16 M.; Newburyport, 36; Portsmouth, 56; Conway Junction, 67; S. Berwick, 69; Salmon Falls, 70; Great Falls, 73; Rochester, 79; Hayes, 84; S. Milton, 85; Milton, 87; Union, 93; Wolfboro' Junction, 97 (Wolfboro', 108); Wakefield, 99; E. Wakefield, 103; N. Wakefield, 106; Ossipee 111; Centre Ossipee, 115; W. Ossipee, 121; Madison, 125; Conway, 132; N. Conway, 137.

Portland to Rochester.

Page 213. *P. & R. R. R.*

Stations. — Portland; Morrill's, 2 M.; Cumberland Mills, 5; Sacarappa, 6; Gorham, 10; Buxton Centre, 15; Saco River, 18; Hollis Centre, 20; Centre Waterboro', 25; S. Waterboro', 28; Alfred, 32; Springvale, 36; E. Lebanon, 44; E. Rochester, 49; Rochester, 52.

Boston to Cape Ann.

Route 36. *Page* 245. *Eastern R. R.*

Stations. — Boston; Beverly, 18 M.; Beverly Farms; Manchester, 24; Gloucester, 33; Rockport, 36.

Boston to Portland.

Route 37. *Page* 248. *Eastern R. R.*

Stations. — Boston; Somerville, 2; Everett; Chelsea, 4; Revere, 5; Lynn, 11; Swampscott, 12; Salem, 16; Beverly, 18; N. Beverly, 20; Wenham and Hamilton, 22; Ipswich, 27; Rowley, 31; Newburyport, 36; Salisbury, 38; Sea-

brook, 42; Hampton, 46; N. Hampton, 49; Greenland, 51; Portsmouth, 56; Kittery, 57½; Elliot, 63; Conway Junction, 67; S. Berwick Junction, 70; N. Berwick, 74; Wells, 80; Kennebunk, 85; Kennebunkport, 89; Biddeford, 93; Saco, 94½; W. Scarboro', 99; Scarboro', 101; Cape Elizabeth, 106; Portland, 108.

Salem to Lowell.

Page 255. *Salem & Lowell R. R.*

Stations. — Salem; Carltonville, 1 M.; Peabody, 2; Proctor's Corner, 4; W. Danvers, 5; Phelps Mills, 6; Paper Mills, 8; N. Reading, 10; Wilmington, 14; Wilmington Junction, 15; Burtt's, 16; Tewksbury Junction, 18; Tewksbury, 19; Mace's, 21; Bleachery, 23; Lowell, 24.

Portsmouth to Concord.

Page 267. *Portsmouth R. R.*

Stations. — Portsmouth; Greenland, 4 M.; Stratham; New Market Junction, 10; Littlefield's; Epping, 18; W. Epping; Raymond, 23; Candia, 29; Auburn, 33; Massabesic, 36; Manchester, 41; Hooksett, 51; Concord, 59.

Boston to Portland.

Route 38. *Page* 275. *Boston & Maine R. R.*

Stations. — Boston; Charlestown, 1 M.; Somerville, 2; Medford Junction, 4 (Medford, 5); Malden, 5; Wyoming, 6; Melrose, 7; Stoneham, 8; Greenwood, 9; Wakefield Junction, 10; Wakefield, 10½; Reading, 12; Wilmington Junction, 18; Ballardvale, 21; Andover, 23; S. Lawrence, 26; N. Lawrence, 27; N. Andover, 28; Bradford, 32; Haverhill, 33; Atkinson, 37; Plaistow, 38; Newton, 41; E. Kingston Depot, 45; Exeter, 51; S. Newmarket, 55; Newmarket Junction, 58; Bennett Road, 60; Durham, 62; Madbury, 64; Dover, 68; Rollinsford, 71 (Great Falls, 73); Salmon Falls, 72; S. Berwick Junction, 74; N. Berwick, 78; Wells, 85; Kennebunk, 90; Biddeford, 99; Saco, 100; Old Orchard Beach, 104; Blue Point; Scarboro', 109; Lygonia; Portland, 116.

Lawrence to Manchester. Page 279.

Stations. — Lawrence; Methuen, 2 M.; Messers, 3; Salem, 7; Windham, 12; Derry, 15; Wilson's, 18; Londonderry, 20; Manchester, 26.

Lawrence to Lowell. Page 279.

Stations. — N. Lawrence; S. Lawrence, 1 M.; Haggett's Pond, 4; Tewksbury Junction, 7; Tewksbury, 8; Mace's, 10; Bleachery, 12; Lowell, 13.

Haverhill to Newburyport. Page 280.

Stations. — Haverhill; Bradford, ½; Haverhill Bridge, 1½; Groveland, 4½; Georgetown, 7½; Byfield, 10½; Newburyport, 16½.

Wakefield to Newburyport. Page 276.

Boston; Wakefield Junction, 10 M.; Lynnfield Centre, 13; W. Danvers, 16; Danvers, 19; Topsfield, 25; Boxford, 28; Georgetown, 31; Byfield, 34; Newburyport, 40.

Dover to Lake Winnepesaukee. Page 282.

Boston; Dover, 68 M.; Gonic, 76; Rochester, 78; Place's, 82; Farmington, 86; Davis', 90; New Durham, 92; Alton, 95; Alton Bay, 96.

Portland to the White Mountains.

Route 39. *Page* 284. *Portland & Ogdensburg R. R.*

Stations. — Portland; Westbrook, 5 M.; S. Windham, 11; White Rock, 13½;

Sebago Lake, 16¾; Steep Falls, 24½; Baldwin, 30; W. Baldwin, 33½; Hiram Bridge, 36; Brownfield, 43; Fryeburg, 49; Conway Centre, 55; N. Conway, 60; Glen Road, 66; Upper Bartlett, 72; Bemis, 80.

Portland to Quebec and Montreal.

Route 40. *Page* 287. *Grand Trunk Railway.*

Stations. — Portland; Falmouth, 5 M.; Cumberland, 9; Yarmouth, 11; Yarmouth Junction, 12; Pownal, 18; New Gloucester, 22; Danville Junction, 27; Mechanic Falls, 36; Oxford, 41; S. Paris, 47; W. Paris, 55; Locke's Mills, 65; Bethel, 70; Gilead, 80; Shelburne, 86; Gorham, 91; Berlin Falls, 98; Milan, 103; Groveton (Northumberland), 122; N. Stratford, 134; Wenlock, 142; Island Pond, 149; Norton Mills, 166; Coaticooke, 175; Richby, 179; Compton, 183; Lennoxville, 193; Sherbrooke, 196; Windsor, 211; Richmond, 221 (Quebec Branch); New Durham, 231; Acton, 243; Upton, 249; Britannia Mills, 255; St. Hyacinthe, 262; Soixante, 269; St. Hilaire, 275; St. Bruno, 282; St. Hubert, 287; St. Lambert, 292; Montreal, 297.

Quebec Branch. Page 290.

Portland; Richmond, 221 M.; Danville, 233; Warwick, 246; Arthabaska, 253; Stanfold, 262; Somerset, 268; Becancour, 276; Lyster, 280; Methot's Mills, 289; Black River, 297; Craig's Road, 302; Chaudiere Curve, 309; Hadlow, 315; Quebec (Point Levi), 317.

Portland to Farmington.

Route 41. *Page* 291. *Androscoggin Division, Eastern & Maine Central R. R.*

Stations. — Portland; Brunswick, 29 M.; Lisbon Falls, 37; Lisbon, 41; Crowley's, 43 (Lewiston, 48); Sabattisville, 48; Leeds Junction, 55; Curtis Corner, 60; Leeds Centre, 62; N. Leeds, 65; Strickland's Ferry, 67; E. Livermore, 70; Livermore Falls, 75; Jay Bridge, 77; N. Jay, 81; Wilton, 84; E. Wilton, 87; Farmington, 92 (Rangely Lakes, 132 M.).

Portland to the Upper Kennebec.

Route 42. *Page* 293. *E. & M. C. R. R.*

Stations. — Portland; Brunswick, 29; Gardiner, 56; Waterville, 81; Fairfield, 84; Pishon Ferry, 92; Skowhegan, 100.

Bangor to Guilford.

Page 295. *Bangor & Piscataquis R. R.*

Stations. — Bangor; Oldtown, 12½; Pea Cove, 17; Bennoch Road, 19½; Alton, 21; Penny's, 25; S. Lagrange, 27; Lagrange, 31; Orneyville, 34; Milo, 40; S. Sebec, 45½; E. Dover, 50; Dover and Foxcroft, 52½; Low's Bridge, 57; Sangerville, 59½; Guilford, 61.

Portland to Rockland.

Route 44. *Page* 297. *Maine Central and Knox & Lincoln R. Rs.*

Stations. — Portland; Brunswick, 29; Bath, 42; Woolwich, 43. Knox & Lincoln R. R. — Nequasset, 45; Montsweag, 48½; Wiscasset, 53; New Castle and Damariscotta, 60; Damariscotta Mills, 62; Nobleboro', 65; Winslow's Mills, 70; Waldoboro', 72; Warren, 79; Georges River, 84½; Thomaston, 87; Rockland, 91.

Portland to Lewiston and Bangor.

Route 46. *Page* 307. *Eastern & Maine Central R. R.*

Stations. — Portland; Cumberland, 12; New Gloucester; Danville Junction, 29; Auburn, 33; Lewiston, 35; Greene, 43; Leeds, 46; Monmouth, 49; Winthrop, 55; Readfield, 61; Belgrade, 69; West Waterville, 78; Waterville, 84; Burnham, 97; Newport, 111; Bangor, 138.

Portland to Augusta and Bangor.

Route 47. *Page* 309. *Eastern & Maine Central R. R.*

Stations. — Portland; Woodford's; Westbrook, 5; Cumberland, 12; Yarmouth, 17; Freeport, 22; Oak Hill; Brunswick 29; Topsham; Bowdoinham; Richmond, 46; Gardiner, 56; Hallowell, 61; Augusta, 63; Riverside, 75; Vassalboro'; Winslow, 81; Waterville, 84; Benton, 87; Clinton, 92; Burnham, 97; Pittsfield, 104; Detroit; Newport, 111; E. Newport; Etna, 119; Carmel, 123; Hermon Pond, 128; Bangor, 138.

Bangor to St. John.

Route 49. *Page* 318. *European & North American R. R.*

Stations. — Bangor; Veazie, 5; Basin Mills, 7½; Sidney, 8; Orono, 8¼; Webster, 8¾; Great Works, 11½; Oldtown, 12½; Milford, 13; Costigan, 18; Greenbush, 23; Olamon, 27; Passadumkeag, 30; Enfield, 36; Lincoln, 45; Lincoln Centre, 46; Winn, 56; Mattawamkeag, 58; Kingman, 66; Bancroft, 79; Danforth, 88; Jackson Brook, 93; Eaton, 102; Wilderness, 107; Lambert Lake, 109; Vanceboro, 114; St. Croix, 115; McAdam Junction, 120; Maguadavick, 129; Harvey, 139; Cork, 144; Tracy, 156; Fredericton Junction, 160; Blissville, 164; Hoyt, 167; Enniskillen, 170; Gaspereaux, 173; Clarendon, 176; Welsford, 180; Nerepis, 186; Westfield, 190; Grand Bay, 194; Sutton, 198; South Bay 199; Fairville, 202; Carleton, 205; St. John, 206.

The New Brunswick Border.

Route 50. *Page* 321. *New Brunswick & Canada R. R.*

Stations. — St. Andrews; Chamcook, 5 M.; Bartlett's, 11; Waweig, 13; Roix Road, 15; Hewitt's, 19; Rolling Dam, 20; Dumbarton, 24; Watt Junction, 27 (branch to Meadows, from Watt, 4 M.; Moore's Mills, 11; Maxwell, 14; St. Stephens and Calais, 19); Lawrence, 29; Barber Dam, 34; McAdam Junction, 43; Deer Lake, 59; Canterbury, 65; Benton, 75; Wickham, 80; Debec Junction, 83 (Greenville, 87; Houlton, 91); Hodgdon, 91; Woodstock, 94.

Worcester to Mount Wachusett.

Boston, Barre & Gardner R. R.

Stations. — Worcester; Lincoln Square, 1 M.; Barbers, 3; N. Worcester, 4½; Chaffin's, 6; Holden, 8; Jefferson's, 9½; North Woods, 11; Brook, 13; Princeton, 16; Hubbardston, 20; Waites, 23; Gardner, 26; Winchendon, 36.

Montpelier to Wells River.

Page 200. *M. & W. R. R. R.*

Stations. — Montpelier; E. Montpelier, 6 M.; Plainfield, 10; Marshfield, 15½; Kinney's Mills, 17½; Summit, 20; Peabody Station, 21½; Ricker's Mills, 25; Groton, 28½; S. Ryegate, 32; Boltonville, 34½; Wells River, 38.

W. Concord to Hyde Park.

Portland and Ogdensburgh R. R.

Stations. — W. Concord; E. St. Johnsbury, 4 M.; St. Johnsbury, 8; Danville, 20; W. Danville, 23; Walden, 28; Greensboro, 36; E. Hardwick, 39; Hardwick, 43; Wolcott, 49; Morrisville, 57; Hyde Park, 60.

New York to Albany.

Route 52. *Page* 340. *The Hudson River R. R. or Steamboats.*

Stations. — Grand Central Depot; Spuyten Duyvil, 11 M.; Riverdale, 12; Mt. St. Vincent, 13; Yonkers, 14½; Hastings, 19; Dobbs' Ferry, 20; Irvington, 22; Tarrytown (and Nyack), 25; Scarborough, 29; Sing Sing, 30; Croton, 34; Cruger's, 37; Montrose, 38; Peekskill, 41; Fort Montgomery, 45; Garrison's (West Point), 49; Cold Spring, 52; Cornwall Station, 54; D. & C. Junction, 57; Fishkill (Newburgh), 58; Low Point, 62; New Hamburgh, 64; Milton Ferry, 69; Poughkeepsie, 73; Hyde Park, 78; Staatsburgh, 83; Rhinebeck, 88; Barrytown, 94; Tivoli, 98; Germantown, 104; Livingston, 107; Catskill Station, 109; Hudson, 114; Stockport, 118; Coxsackie, 121; Stuyvesant, 123; Schodack, 129; Castleton, 133; E. Albany, 141½; Albany 142; Troy, 148.

Albany to Montreal.

Route 53. *Page* 350. *Rensselaer & Saratoga and Central Vt. R. Rs.*

Stations. — Albany; Cemetery, 4 M.; W. Troy, 6; Cohoes, 9; Waterford, 11; Junction 12 (here the Albany Division joins the main line, coming from Troy, 6 M. distant); Mechanicsville, 18; Round Lake, 24; Ballston, 32; Saratoga, 38; Gansevoort's, 49; Moreau, 54; Fort Edward, 55 (branch to Glen's Falls, in 6 M.); Dunham's Basin, 58; Smith's Basin, 63; Fort Ann, 67; Comstock's, 71; Whitehall (Junction, 77; Lake Champlain, 79); Fairhaven, 85; Hydeville, 88; Castleton, 95; W. Rutland, 102; Centre Rutland, 104; Rutland, 106. Stations on the Central Vermont R. R. — Rutland, 106 M. from Albany; Sutherland Falls, 113; Pittsford, 116; Brandon, 123; Leicester Junction, 128; Salisbury, 133; Middlebury, 139; Brooksville, 143; New Haven, 147; Vergennes, 153; Ferrisburgh, 155; N. Ferrisburgh, 158; Charlotte, 162; Shelburne, 167; Burlington, 174; Winooski, 177; Essex Junction, 182; Colchester, 186; Milton, 193; Georgia, 197; St. Albans, 207; St. John's, 250; Montreal, 277.

See also Supplementary Index, on pages 458 and 459.

INDEX.

Abington, Mass. 51.
Acton, Mass. 126.
Adams, Mt. 236.
Addison, Vt. 184.
Adirondacks, Routes to the 357, 364, 365, 367.
Agamenticus, Mt. 267.
Albany Basins, Me. 288.
Albany, N. Y. 348, 142.
Alburgh Springs, Vt. 207.
Alfred, Me. 213.
Alton Bay, N. H. 218, 282.
Amherst, Mass. 100, 162.
Amherst, N. H. 192.
Ammonoosuc Falls 233.
Andover, Mass. 276.
Annandale, N. Y. 347.
Annisquam, Mass. 247.
Anson, Me. 294.
Ansonia, Conn. 111.
Anthony's Nose 344, 360.
Arlington, Vt. 185.
Arrowsic, Me. 297.
Arthabaska, Can. 290.
Arthur's Seat, Mass. 178.
Artists' Falls, N. H. 225.
Artists' Ledge, N. H. 225.
Ascutney, Mt. 166.
Ashburnham, Mass. 177.
Ashford, Conn. 118.
Ashland, N. H. 210.
Ashley Falls, Mass. 115.
Assowamsett Pond 54.
Athens, N. Y. 348.

Auburn, Me. 308.
Augusta, Me. 311.
Au Sable Chasm 367.
Avon, Conn. 109.
Ayer Junc., Mass. 176, 105.
Aylmer Lake, Can. 290.

Bald Head Cliff, Me. 267.
Bald Mt., N. H. 239.
Baldwin, Me. 285.
Ballardvale, Mass. 276.
Ballston Spa, N. Y. 350.
Bangor, Me. 315, 318.
Bantam Lake, Conn. 112.
Bar Harbor, Me. 303, 304.
Barnet, Vt. 169.
Barton, Vt. 171.
Bash Bish Falls 122, 153.
Basin, the 240.
Bath, Me. 297.
Bath, N. H. 211.
Bay, Belfast 317.
  Boston 20.
  Burlington 365.
  Buzzard's 58, 92.
  Casco 274.
  Frenchman's 304.
  Fundy 321.
  Ha Ha 386.
  Missisquoi 207.
  Narragansett 65.
  Narraguagus 307.
  New York 48, 329.
  Passamaquoddy 322.
  Penobscot 302, 316.
  St. Albans 205.
Bay View, Mass. 247.
Bearcamp, N. H. 220.
Becket, Mass. 143.
Beecher's Falls, N. H. 232.
Beech Mt., Me. 306.
Belchertown, Mass. 100.
Belfast, Me. 317.

Bellows Falls, Vt. 164, 181.
Belœil Mt., Can. 208.
Bennington, Vt. 186.
Berkshire Hills 142.
Berkshire Soda Springs, Mass. 152.
Berlin, Conn. 140.
Berlin Falls, N. H. 289.
Bernardston, Mass. 164.
Berry Pond, Mass. 145.
Bethel, Me. 288.
Bethel, Vt. 200.
Bethlehem, N. H. 234.
Beverly, Mass. 245, 256.
Biddeford, Me. 269, 283.
Billerica, Mass. 189.
Billington Sea 53.
Birmingham, Conn. 111.
Black River Falls 165, 181.
Black Rock, Conn. 85.
Blackstone, Mass. 93, 117
Blackwell's Id., N. Y. 47.

Bloody Brook, Mass. 162.
Blue Hill, Mass. 37, 62.
Blue Hill, Me. 303.
Boar's Head, N. H. 262.
Bolton Falls, Vt. 204.
Bolton Notch, Conn. 94.
Bolton, N. Y. 359.
Boone Id., Me. 267.
Boothbay, Me. 299, 435.
Boscawen, N. H. 197.
Boston, Mass. 5.
  Athenæum 17
  Cathedral 20.
  Christ Church 10.
  City Hall 11.
  Common 15.
  Copp's Hill 9.
  Custom House 10.
  Faneuil Hall 10.
  First Church 16.
  Horticultural Hall 13.
  Hospital 19.
  King's Chapel 13.

  Museum 15.
  Music Hall 13.
  Natural History Building 16.
  New Post-Office 12.
  Odd Fellows Hall 19.
  Old South Church 11.
  Old State House 10.
  Public Gardens 16.

  State House 17.
  U. S. Court House 13.
Boston Light 23.
Boterberg, N. Y. 345.

Bowdoin College 310.
Boxford, Mass. 276.
Bradford, Mass. 280.
Bradford, N. H. 196.
Braintree, Mass. 38.
Braintree, Vt. 200.

Brandon, Vt. 182.
Branford, Conn. 76.
Brattleboro', Vt. 103.
Breakneck Hill 345.
Brewster, Mass. 56.
Bridgeport, Conn. 85, 111.

Bridgton, Me. 285.
Bridport, Vt. 184.
Brighton, Mass. 35, 124.
Brimfield, Mass. 130,99,117
Bristol, Me. 299.
Bristol, N. H. 198.
Bristol, R. I. 66.
Bristol, Vt. 184.
Brookfield, Conn. 114.
Brookfield, Mass. 130.
Brookline, Mass. 35.
Brooklyn, Conn. 118.
Brooklyn, N. Y. 48, 339.
  City Hall, 339.
  Cypress Hills 340.
  Greenwood 340.
  Navy Yard 339.
  Prospect Park 339.
Brownfield, Me. 285.
Brown University 64.
Brunswick, Me. 297, 309.
Bryant's Pond, Me. 288.
Buckland, Mass. 178a.
Bucksport, Me. 318.
Bunker Hill, 25.
Burlington, Vt. 184, 365.
Burnham, Me. 314.
Burnside, Conn. 94.

Buxton, Me. 213.
Buzzards Bay 58, 92.

Cacouna, Can. 385.
Calais, Me. 322.
Caldwell, N. Y. 357.
Cambridge, Mass. 29.
Camden, Me. 317, 435.
Camel's Hump Mt., Vt. 203.
Camel's Rump Mt., Me. 289.
Campo Bello Id., N. B. 322.
Campton, N. H. 242.
Canaan, Conn. 115.
Canaan, N. H. 198.

Canton, Me. 287.
Cap Rouge, Can. 383.
Cap Tourmente, Can. 385,
Cape Ann, 245. [402.
  Cod 54.
  Elizabeth, Me. 273.
  Eternity, Can. 386.
  Neddick, Me. 267.
  Porpoise, Me. 268.
  Rosier, Me. 303.
  Trinity, Can. 386.
Carolina, R. I. 70.
Casco Bay 274.
Castine, Me. 302, 317.
Castle Id., Mass. 22.
Castleton, Vt. 187.
Cathedral Ledge 224.
Catskill Mts., N. Y. 347.
Cave, Arlington 185.
  Clarendon 182.
  Dorset 185.
  Salisbury 123.
Cedarmere, L. I. 340.
Centre Harbor, N. H. 216.
Chabonakongkomon Lake 104.
Chambly, Can. 208.
Champlain, Lake 361.
Charlemont, Mass. 178a.
Charlesbourg, Can. 384.
Charles Id., Conn. 84.
Charlestown, Mass. 24.
Charlestown, N. H. 165.
Château Bigot, Can. 384.
Château Richer, Can. 385.
Chatham, N. Y. 142.
Chaudière Falls 383.
Chelsea, Mass. 27, 249.
Cheshire, Conn. 109.
Cheshire, Mass. 153.
Chester, Vt. 181.
Chesterfield, N. H. 103, 180.
Chestnut Hill, Mass. 35.
Chesuncook Lake, 296.
Chicopee, Mass. 157.
Chicoutimi, Can. 386.
China, Me. 313.
Chocorua, Mt. 214, 215, 221.
Claremont, N. H. 197.
Clarendon Springs 182, 187.
Clear Stream Meadows 244.
Clermont, N. Y. 347.
Clinton, Mass. 105, 126.
Clinton, Mt. 235.
Cohasset, Mass. 48.
Cohoes, N. Y. 350.
Colchester, Vt. 204.
Cold Spring, N. Y. 345.
Colebrook, N. H. 243, 289.
Coleraine Gorge 178.
Collinsville, Conn. 109.
Columbia Springs 348.
Concord, Mass. 28.
Concord, N. H. 194.
Coney Id., N. Y. 340.
Connecticut Lake 245.

Conway, N. H. 214.
Conway Junc., Me. 268.
Copple Crown Mt. 218.
Cornwall, Conn. 115.
Cotuit Port, Mass. 55.
Cranston, R. I. 65.
Crawford House 230, 231.
Croton River, N. Y. 343
Crown Point, N. Y. 364 183.
Croydon, N. H. 197.
Crystal Cascade, N. H. 227.
Crystal Lake, Vt. 171.
Cummington, Mass. 110.
Cushing's Id., Me. 274.
Cuttyhunk Id., Mass. 92.

Dalton, Mass. 144.
Dalton, N. H. 212.
Damariscotta, Me. 299.
Danbury, Conn. 116.
Danielsonville, Conn. 118.
Danville, Can. 290.
Danville Junc., Me. 287.
Dartmouth College 166.
Dartmouth, Mass. 92.
Daysville, Conn. 118.
Debec, N. B. 323.
Dedham, Mass. 117.
Deerfield Gorge 178a.
Deerfield, Mass. 163.
Deer Id., Mass. 20.
Deer Isle, Me. 303.
Denmark, Me. 285.
Derby, Conn. 111.
Derry, N. H. 279.
Devil's Dance Chamber 346.

Diamond Id., Me. 274.
Diamond Id., N. H. 217.
Diamond Id., N. Y. 358.
Dighton, Mass. 39.
Dix Id., Me. 301, 332.
Dixville Notch, N. H. 243.
Dobbs' Ferry, N. Y. 342.
Dome Id., N. Y. 359.
Dorchester, Mass. 36.
Double Beach, Conn. 77.
Dover, Me. 295.
Dover, N. H. 281.
Duck Id., N. H. 266.
Dunderberg, N. Y. 343.
Dunmore Lake, Vt. 183.
Durham, N. H. 281.
Duxbury, Mass. 50.

Eagle Cliff, N. H. 239.
Eagle Lake, Me. 305.
E. Andover, N. H. 198.
E. Hartford, Conn. 94,139b
E. Haven, Conn. 77.
E. Rock, Conn. 83.
Eastern Townships, Can. 174.
Eastham, Mass. 56.
Easthampton, Mass. 110.
Eastport, Me. 322.
Echo Lakes, 225, 238.
Edgartown, Mass. 60.
Egremont, Mass. 153.
Elgin Spring, Vt. 184.

Eliot, Me. 268.
Ellsworth, Me. 318.
Enfield, Conn. 133.
Enfield, N. H. 198.
Englewood, N. J. 341.
Errol, N. H. 244, 289.
Essex Junc., Vt. 204.
Essex, Mass. 257.
Essex, N. Y. 365.
Everett, Mass. 249.
Exeter, N. H. 280.

Fabyan House, N. H. 233, 234.
Fairfax, Vt. 204.
Fairfield, Conn. 86.
Fairhaven, Conn. 83.
Fairhaven, Mass. 91.
Fairhaven, Vt. 188.
Fairlee, Vt. 168.
Fall River, Mass. 39.
Falls, Artists' 225.
Falls Village, Conn. 115.
Bash Bish 122, 153.
Berlin 229.
Black River 165, 181.
Bolton 204.
Chaudière 383.
15 Mile 169.
Foxwell's 283.
Georgeanna 241.
Gibbs's 232.
Glen Ellis 227.
Glens 356.
Goodrich 225.
Grand 323, 385.
Grand Mère 374.
Housatonic 115.
Jackson 226.
Livermore 210.
Lower Ammonoosuc 233.
Montmorenci 384.
Norton's 122.
Rumford 288.
Saco 269.
Screw Auger 289.
Shawanegan 374.
Ste. Anne 384.
St. Fereol 385.
Sutherland 182.
Thompson's 226.
Turner's 178.
Yantic 96.
Falmouth, Mass. 58.
Farmington, Conn. 109.
Farmington, Me. 291.
Farmington, N. H. 282.
Ferrisburgh, Vt. 184.
Fisher's Id., N. Y. 71.
Fisherville, N. H. 197.
Fishkill-on-the-Hudson 345
Fitchburg, Mass. 176.
Fitzwilliam, N. H. 179.
Florence, Mass. 110, 160.
Flume, the, N. H. 240.
Flume, the, Vt. 171.
Flushing, L. I. 47, 340.
Forest Hills, 35.
Fort Ann, N. Y. 356.
Clinton, N. Y. 344.
Edward, N. Y. 355.
Fairfield, Me. 323.
Halifax, Me. 314.
Hill, Conn. 72.
Kent, Me. 324.
Lee, N. Y. 341.
Massachusetts 156.
Montgomery (new) 207.
Montgomery (old) 344.
Point, Me. 317.
Preble, Me. 274.
Ticonderoga 183, 362.
Warren, Mass. 23.
Washington, N. Y. 341.
William Henry 356.
Wooster, Conn. 83.
14-Mile Id., N. Y. 359.
Foxcroft, Me. 295.
Framingham, Mass. 126.
Francestown, N. H. 192.
Franconia Mts. 238.
Franklin, Mass. 117.
Franklin, Mt. 236.
Franklin, N. H. 197.
Fredericton, N. B. 319.
Freeport, Me. 309.
Fresh Pond, Mass. 34.
Fryeburg, Me. 285.

Gagetown, N. B. 320.
Gardiner, Me. 311.
Gardner, Mass. 177.
Garnet Pools, N. H. 227.
Gaspee Point, R. I. 65.
Gay Head, Mass. 60.
Georgeanna Falls, 241.
George, Lake 357.
Georgetown, Mass. 276.
Georgetown, Me. 297.
Georgeville, Can. 173.
Georgia, Vt. 204.
Giant's Grave, N. H. 233.
Gibbs' Falls, N. H. 232.
Gilead, Me. 228, 289.
Glenburn, Me. 316.
Glen Ellis Falls, N. H. 227.
Glen House, N. H. 226, 235.
Glens Falls, N. Y. 356.
Gloucester, Mass. 245.
Goodrich Falls, N. H. 225.
Gorham, Me. 213.
Gorham, N. H. 227, 289.
Governor's Id., Mass. 20.
Governor's Id., N.Y. 329, 48.
Grafton, Mass. 126.
Grafton, N. H. 198.
Granby, Conn. 109.
Grand Falls, N. B. 323, 385.
Grand Menan Id. 322.
Grand Schoodic Lake 319.
Granville, Vt. 200.
Great Barrington 152.
Great Falls, N. H. 213.
Great Gulf, N. H. 235.
Great Head, Me. 304.
Greenfield Hill, Conn. 86.
Greenfield, Mass. 177.
Greenland, N. H. 263.
Green Mt., Me. 305.
Green Mts., Vt. 182, 199.
Greenville, Me. 296.
Greenwich, Conn. 89.
Greenwich, R. I. 67.
Greylock, Mass. 153.
Groton, Conn. 72, 73.
Groton, Mass. 105.
Groton, Vt. 169.
Grout's Corner, Mass. 177.
Grove Hall, Mass. 36.
Guilford, Conn. 76.

Haddam, Conn. 106.
Hadley, Mass. 161.
Hague, N. Y. 360.
Ha Ha Bay, Can. 386.
Haley's Id., Me. 266.
Hallowell, Me. 311.
Hamden, Conn. 108.
Hamilton, Mass. 257.
Hampden, Me. 318.
Hampton, N. H. 262.
Beach 262.
Falls 261.
Hanover, N. H. 166.
Harpswell, Me. 275.
Harrison, Me. 285.
Hartford, Conn. 134.
Athenæum 137.
Cedar Grove 139.
Churches 135.
Old State House 136.
State House 135.
Harvard, Mass. 105.
Harvard University 29.
Harwich, Mass. 56.
Hastings-on-Hudson 342.
Hatfield, Mass. 162.
Haverhill, Mass. 279.
Haverhill, N. H. 211.
Haverstraw, N. Y. 343.
Hazardville, Conn. 133.
Hebron, N. H. 198.
Hell Gate, N. Y. 47.
Highgate Springs, Vt. 207.
Highland Light 57.
Highlands, the 343.
Hillsboro Bridge 196.
Hingham, Mass. 24.
Hinsdale, Mass. 143.

Hinsdale, N. H. 102.
Hiram, Me. 285.
Hoboken, N. J. 341.
Holbrook, Mass. 54.
Holderness, N. H. 210.
Hollis, N. H. 106.
Holmes' Hole, Mass. 59, 60.
Holyoke, Mass. 158.
Hookset, N. H. 194.
Hoosac Tunnel 154, 179.
Hopper, the 157.
Hough's Neck, Mass. 37.
Houlton, Me. 323.
Hubbardton, Vt. 187.
Hudson, N. Y. 348.
Hull, Mass. 23.
Hyannis, Mass. 56.
Hyde Park, N. Y. 346.

Indian Harbor, Conn. 89.
  Lorette, Can. 384.
  Neck, Conn. 77.
  Rock, Me. 292.
Ingleside, Mass. 158.
Iona Id., N. Y. 344.
Ipswich, Mass. 257.
Irasburgh, Vt. 171.
Irvington, N. Y. 342.
Island Pond, Vt. 290.
Island, Blackwell's 47.
  Block 71.
  Boone 267.
  Brigadier 317.
  Campo Bello 322.
  Castle 22.
  Charles, Conn. 84.
  Conanicut 46.
  Coney 340.
  Constitution 345.
  Continental 265.
  Crane 385.
  Cruger's 347.
  Cushing's 274.
  Cuttyhunk 92.
  Deer 20.
  Diamond, Me. 274.
  Diamond, N. H. 217.
  Diamond, N. Y. 358.
  Dome, N. Y. 359.
  Duston's 197.
  Fisher's 73.
  Goat 46.
  Goose 385.
  Grand Menan 322.
  Governor's, Mass. 20.
  Governor's, N. H. 215.
  Governor's, N. Y. 329.
  Grosse 385.
  Iona 344.
  Long, Mass. 23.
  Long, N. H. 217.
  Long, N. Y. 339.
  Lowell 256.
  Martha's Vineyard 59.
  Monhegan 316.
  Mount Desert 303.
  Mystic 72.
  Nantucket 60.
  Naushon 92.
  Neutral 322.
  No Man's Land 59.
  Orr's 297.
  Peak's, Me. 274.
  Penequeese 92.
  Plum, Mass. 260.
  Prudence 66.
  Rainsford's 23.
  Recluse 359.
  Rhode 46.
  Richmond 270.
  Stage 268.
  Staten 340.
  Thacher's 247.
  Thompson's 22.
  Valcour, Vt. 367.
  Vinalhaven 316.
  Ward's 339.
  Wetmore 317.
  Elizabeth 92.
  St. George's 301.
  Thimble 76.
Isle aux Coudres 385.
  Deer, Me. 303.
  Grand, Vt. 367.
  of Orleans 385.
  St. Helens' 370.
Isles of Shoals 265.
Ivy Mt., Conn. 115

Jackson, N. H. 225.
Jaffrey, N. H. 179.
Jamaica, L. I. 340.
Jamaica Plain, Mass. 35.
Jay, Me. 291.
Jefferson Hill, N. H. 229.
Jefferson, Mt. 236.
Jonesport, Me. 307.
Jordan's Pond, Me. 304.

Katahdin, Mt., Me. 297.
Kearsarge, Mt. 198.
Keene, N. H. 179.
Kennebunk, Me. 268, 283.
Kennebunkport 268, 283.
Kent, Conn. 114.
Kiarsarge, Mt. 224.
Killingly, Conn. 118.
Killington Peak, Vt. 182.
Killingworth, Conn. 76.
Kinderhook, N. Y. 348.
Kineo Mt., Me. 296.
Kingfield, Me. 292.
Kingston, N. Y. 347.
Kingston, R. I. 67.
Kittery, Me. 268.
Knowlton's Landing 173.

Lachine Rapids 372.
Laconia, N. H. 209.
Lafayette, Mt. 239.
Lake Ashley, Mass. 145.
  Aylmer, Can. 290
  Beauport, Can. 384.
  Bomaseen, Vt. 187.
  Chabonakongkomon 104.
  Champlain 361.
  Chesuncook, Me. 296.
  China, Me. 313.
  Contoocook, N. H. 180.
  Crystal, Vt. 171.
  Dunmore, Vt. 183.
  Echo (Conway) 225.
  Echo (Franconia) 238.
  Enfield, N. H. 198.
  George, N. Y. 357.
  Grand Schoodic 319.
  Heart, N. H. 198.
  Long, Conn. 113.
  Long, Me. 285.
  Luzerne, N. Y. 355.
  Mahkeenac, Mass. 150.
  Massabesic, N. H. 193.
  Massawippi, Can. 174.
  Memphremagog 171.
  Merrymeeting 219.
  Moosehead 294, 295.
  Newfound, N. H. 198.
  of Seven Isles 323.
  Onota, Mass. 145.
  Ossipee, N. H. 220.
  Pontoosuc, Mass. 145.
  Profile, N. H. 239.
  Quinsigamond 126.
  Rockland, N. Y. 343.
  Saltonstall, Conn. 77.
  St. Catharine, Vt. 188.
  St. Charles, Can. 384.
  St. Joachin, Can. 385.
  St. John, Can. 386.
  St. Peter 374.
  Sebago, Me. 284.
  Sinnipink, N. Y. 344.
  Spectacle (Ponds) 114.
  Squam, N. H. 216, 217.
  Sunapee, N. H. 196.
  Twin, Conn. 123.
  Umbagog 244, 289.
  Village, N. H. 209.
  Waukawan 209.
  Wenham 256.
  Willoughby, Vt. 170.
  Winnepesaukee 215, 82.
Lakeville, Conn. 122.
Lakeville, Mass. 54.
Lancaster, Mass. 105.
Lancaster, N. H. 212.
Lanesboro, Mass. 153.
Lanesville, Mass. 247.
Lawrence, Mass. 278.
Lead Mine Bridge 228.

Lebanon, Conn. 98.
Lebanon, N. H. 199.
Ledges, the N. H. 224.
Leeds, Me. 291.
Lee, Mass. 148.
Leeds, Mass. 110.
Lennoxville, Can. 174, 290.
Lenox, Mass. 147.
Leverett, Mass. 102.
Lewiston, Me. 308.
Lexington, Mass. 28.
Leyden Gorge 178.
Lincoln, Mass. 175.
Lisbon Falls, Me. 291.
Litchfield, Conn. 112.
Littleton, N. H. 212.
Livermore Falls, N. H. 210.
Livermore, Me. 291.
Londonderry, N. H. 279.
Long Branch, N. J. 340.
Long Id., Can. 173.
Long Id., Mass. 23.
Long Id., N. H. 217.
Long Id., N. Y. 339.
Long Lake, Conn. 113.
Long Lake, Me. 285.
Longmeadow, Mass. 133.
Longueuil, Can. 373.
Lonsdale, R. I. 93.
Lovell, Me. 287.
Lowell Id , Mass. 256.
Lowell, Mass. 189.
Ludlow, Vt. 181.
Lunenburg, Vt. 212.
Lyme, Conn. 75.
Lyme, N. H. 167.
Lyndeborough, N. H. 192.
Lyndon, Vt. 170.
Lynn, Mass. 250.

Machias, Me. 307.
Madawaska, Me. 324.
Madison, Mt. 236.
Madrid, Me. 292.
Magalloway River 244, 289.
Magnolia, Mass. 247.
Magog, Can. 173.
Maine Forest, the 323.
Malbaie, Can. 385.
Malden, Mass. 275.
Mallet's Bay, Vt. 204.
Mamaroneek, N. Y. 90.
Manchester, Conn. 94.
Manchester, Mass. 245.
Manchester, N. H. 193.
Manchester, Vt. 185.
Manhattanville, N. Y. 341.
Mansfield, Conn. 99.
Mansfield, Mt., Vt. 203.
Marblehead, Mass. 255.
Marblehead Neck, 256, 409.
Marion, Mass. 54.
Marlboro, Mass. 126, 424.
Marshfield, Mass. 49.
Marshpee, Mass. 56.
Martha's Vineyard 59.
Mashapaug Lake 118.
Mattapoisett, Mass. 54.
Mattawamkeag, Me. 319.
McAdam Junc., N. B. 319.
McIndoes Falls, Vt. 169.
Mechanic Falls, Me. 287.
Medfield, Mass. 120.
Medford, Mass. 275.
Megunticook Mts. 317.
Melrose, Mass. 275.
Meredith, N. H. 209.
Meriden, Conn. 140.
Merrymeeting Lake 219.
Methuen, Mass, 279.
Middleboro, Mass. 54.
Middlebury, Vt. 183.
Middlesex, Mass. 191.
Middlesex, Vt. 202.
Middletown, Conn. 106.
Middletown Springs, Vt. 188.
Milan, N. H. 289.
Milford, Conn. 84.
Milford, Me. 319.
Milford, N. H. 192.
Millerton, N. Y. 121.
Milton, N. H. 213.
Milton, Vt. 204.
Minot's Ledge, Mass. 49.
Missisquoi Springs 206.
Mohegan, Conn. 98.
Monadnock Mt., N. H. 179.
Monadnock Mt., Vt. 243.
Monhegan Id., Me. 316.
Monkton, Vt. 184.
Monroe Mt. 236.
Monson, Me. 295.
Monson, Mass. 99.
Montague, Mass. 177.
Montmorenci Falls 384.
Montpelier, Vt. 200.
Montreal, Can. 291, 368.
  Around the Mt. 372.
  Bonsecours Market 370.
  Champ de Mars 370.
  Christ Church Cathedral 371.
  Gesù, Church of the 371.
  Gray Nunnery 372.
  Lachine Rapids 372.
  McGill College 371.
  Notre Dame 369.
  St. George 372.
  St. Patrick 371.
  Victoria Bridge 373.
  Victoria Square 369.
Monument Mt., Mass. 151.
Moose Chasm, Me. 289.
Moosehead Lake 294, 296.
Moosetocmaguntic 292.
Moosilauke Mt. N. H. 211.
Moriah, Mt., N. H. 228.
Morris, Conn. 113.
Moultonboro, N. H. 219.
Mount Adams, N. H. 236.
  Æolus, Vt. 186.
  Agamenticus, Me. 267.
  Annanance, Vt. 170.
  Anthony, Vt. 186.
  Ascutney, Vt. 166.
  Auburn Cemetery 33.
  Bald, N. H. 239.
  Belknap, N. H. 209, 219.
  Carmel, Conn. 108.
  Chocorua, N. H. 214, 221.
  Clinton, N. H. 235.
  Cro'-Nest, N. Y. 345.
  Desert, Me. 303.
  Dunderberg, N. Y. 343.
  Elephantis, Can. 173.
  Equinox, Vt. 185.
  Everett, Mass. 152.
  Franklin, N. H. 236.
  Greylock, Mass. 153.
  Hayes, N. H. 228.
  Holyoke, Mass. 160.
  Hopkins 157.
  Hope, R. I. 66.
  Hor, Vt. 170.
  Independence, Vt. 363.
  Jefferson 236.
  Katahdin, Me. 297, 319.
  Kearsarge, N. H. 198.
  Kiarsarge, N. H. 224.
  Kilburn 165.
  Kineo 296.
  Lafayette, N. H. 239.
  Madison 236.
  Major, N. H. 218.
  Mansfield, Vt. 203.
  Megunticook, Me. 317.
  Monadnock, N. H. 179.
  Monadnock, Vt. 243.
  Monroe 236.
  Monument, Mass. 151.
  Moosilauke, N. H. 211.
  Moriah, N. H. 228.
  Nonotuck, Mass. 160.
  Ossipee, N. H. 219, 220.
  Owl's Head, Can. 172.
  Owl's Head, N. H. 211.
  Passaconaway 220.
  Pinnacle, Can. 174.
  Pinnacle, N. H. 194.
  Pleasant, Me. 285.
  Pleasant, N. H. 236.
  Profile, N. H. 239.
  Prospect, Conn. 115.
  Prospect, N. H. 210.
  Pulaski, Vt. 168.
  Ragged, N. H. 198.
  Riga, Conn. 121.
  Rouillard, Can. 290.

Ste. Anne, Can. 385.
St. Vincent, N. Y. 341.
Sugar Loaf, Mass. 162.
Surprise, N. H. 228.
Tabor, Vt. 185.
Toby, Mass. 102.
Tom, Conn. 113.
Tom, Mass. 160.
Tom, Vt. 199.
Vernon, N. H. 192.
Wantastiquet 103.
Washington, Mass. 152.
Washington, N. H. 234.
Ascent from Crawford's 235.
Ascent from Gorham 236.
Carriage-road 235.
Railway 234.
View 237.
Whiteface, N. H. 220.
Willard, N. H. 231.
Mountains, Adirondack 365
Allagash 323.
Berkshire 142.
Catskill 347.
Dixville 243.
Franconia 238.
Green 182–186, 199–204.
Helderberg 348.
Highlands 343, 344.
Laurentian 378, 385.
Lunenburg 212.
Magalloway 245.
Megunticook 317.
Pilot 212.
Sandwich 220.
Shawangunk 346.
White 221.
Murray Bay, Can. 385.
Myricks, Mass. 54.
Mystic, Conn. 72.
Mystic Pond 189.

Nahant, Mass. 21.
Nantasket Beach 23.
Nantucket 60.
Naples, Me. 284.
Narragansett Bay 65.
Narragansett Fort 69.
Narragansett Pier 68.
Nashua, N. H. 191.
Natick, Mass. 124.
Natural Bridge 154.
Naugatuck, Conn. 111.
Naushon Id. 92.
Newark, Vt. 171.
New Bedford, Mass. 90.
New Britain, Conn. 95.
Newburg, N. Y. 345.
Newbury, Vt. 168.
Newburyport, Mass. 258.
Newcastle, Me. 299.
Newfound Lake 198.
New Gloucester, Me. 287.
New Hartford, Conn. 120.
New Haven, Conn. 77, 141.
Art Gallery 81.
Cemetery 78.
East Rock 83.
Public Green 79.
Savin Rock 83.
State House 80.
West Rock 83.
Yale College 80.
New Haven, Vt. 184.
New Lebanon Springs 146.
New London, Conn. 72.
Newmarket, N. H. 267, 281.
New Marlboro, Mass. 252.
New Milford, Conn. 114.
Newport, Me. 314.
Newport, R. I. 40, 66.
Bellevue Ave. 44.
First Beach 45.
Fort Adams 46.
Islands, the 46.
Lawton's Valley 44.
Purgatory 45.
Redwood Library 43.
Round Tower 43.
State House 42.
Newport, Vt. 171.
New Rochelle, N. Y. 90.
Newton, Mass. 35, 120, 124.
Newtown, Conn. 114.
New York City 325.
Astor Library 333.
Battery 329.
Bay, the 329.
Bible House 333.
Boulevard 338.
Bowling Green 329.
Broadway 330, 335.
Cathedral 336.
Central Park 336.
Christ Church 335.
City Hall 332.
Cooper Institute 333.
Court House 332.
Custom House 331.
Fifth Avenue 335.
Five Points 332.
Grace Church 333.
Grand Central Depot 336.
High Bridge 338.
Lenox Library 338.
Madison Square 334.
National Academy of Design 334.
New Post-Office 332.
New York University 333
Park Row 331.
Reservoir 335.
St. George 334.
St. Paul 331.
Sub-Treasury 330.
Temple Emanuel 336.
Tombs, the 332.
Trinity Church 330.
Union Square 333.
Wall Street 330.
Ward's Island 339.
Y. M. C. Association 334.
Niantic, Conn. 74.
Nix's Mate, Mass. 23.
Norfolk, Conn. 120.
Norman's Woe 246.
Noroton, Conn. 87.
Norridgewock, Me. 293.
N. Adams, Mass. 154.
Northampton, Mass. 159.
Northboro, Mass. 126.
N. Conway, N. H. 223, 287.
Northfield, Mass. 102.
Northfield, Vt. 200.
N. Haven, Conn. 141.
N. Stratford, N. H. 243.
Northumberland, N. H. 212, 243, 290.
N. Yarmouth, Me. 287.
Norton's Falls, Conn. 122.
Norwalk, Conn. 87.
Norwich, Conn. 96, 119.
Norwich, Vt. 166.
Notch, Bolton, Conn. 94.
Dixville, N. H. 243.
Franconia, N. H. 238.
Grafton, Me. 289.
Pinkham, N. H. 226.
Sandgate, Vt. 186.
Smuggler's, Vt. 202.
White Mt. 231.
Wilmington, N. Y. 367.

Oak Bluffs, Mass. 60.
Old Deerfield, Mass. 163.
Old Hadley, Mass. 161.
Old Orchard Beach 283.
Oldtown, Me. 318.
Ore Hill, Conn. 121.
Orford Mt., Can. 173.
Orford, N. H. 168.
Orient Springs, Mass. 102.
Orono, Me. 318.
Osceola, Mt. 242.
Ossipee Mt., N.H. 219, 220.
Ossipee, N. H. 214.
Otta Quechee Valley, Vt 199.
Owl's Head Mt., Can. 172.
Oxford, Me. 288.
Oxford, Mass. 104.

Palenville, N. Y. 348.
Palisades, the 341.
Palmer, Mass. 130.
Paris Hill, Me. 288.
Parmachene Lake 289.

Pasque Id., Mass. 92.
Passaconaway Mt. 220.
Passumpsic, Vt. 169.
Patten, Me. 319.
Paulding Manor, N. Y. 342.
Pawtucket, R. I. 62.
Pawtuxet, R. I. 65.
Peabody, Mass. 253.
Peacedale, R. I. 68.
Peak's Id., Me. 274.
Peekskill, N. Y. 343.
Pelham Fort, Mass. 179.
Pemaquid, Me. 299.
Pemigewasset Valley 210.
Penequeese Id. 92.
Pepperell, Mass. 105.
Pequot House, Conn. 74.
Perry's Peak, Mass. 148.
Peterboro, N. H. 179,413.
Phillips, Me. 292.
Phipsburg, Me, 297.
Piermont, N. J. 342.
Pigeon Cove, Mass. 247.
Pittsburg, N. H. 245.
Pittsfield, Mass. 144.
Pittsford, Vt., 182.
Placentia, N. Y. 346.
Plainfield, Conn. 94.
Plainville, Conn. 109.
Plattsburg, N. Y. 367.
Pleasant, Mt. 236
Plymouth, Conn. 112.
Plymouth, Mass. 51.
  Burying Hill 53.
  Forefather's Rock 52.
  Pilgrim Hall 52.
  Plymouth Forest 53.
Plymouth, N. H. 210, 217, 242.
Pocasset, Mass. 58.
Point Judith, R. I. 69.
Point Levi, Can. 290, 383.
Point Shirley, Mass. 20.
Pomfret, Conn. 118.
Pompanoosuc, Vt. 167.
Pool, the N. H. 240.
Port Chester, N. Y. 90.
Port Henry, N. Y. 365.
Port Kent, N. Y. 367.
Portland, Me. 270, 283.
  City Hall 272.
  Custom House 272.
  Evergreen Cem. 273.
  Observatory 272.
  Post-Office 273.
  W. Promenade 271.
Portsmouth, N. H. 263.
Poughkeepsie, N. Y. 346.
Poultney, Vt. 187.
Presque Isle, Me. 323.
Princeton, Mass. 177.
Proctorsville, Vt. 181.
Profile House 238.
Profile, the 239.
Prospect Mt., Conn. 115.
Prospect Mt., N. H. 210.
Prout's Neck, Me. 270.
Providence, R. I. 63.
  Arcade 63.
  Athenæum 64.
  Brown University 64.
  Monument 63.
  R. . Hospital 64.
Provincetown, Mass. 57.
Prudence Id., R. I. 66.
Pulaski Mt., Vt. 168.
Putnam, Conn. 117.
Putney, Vt. 164.

Quebec, Can. 290, 375.
  Cathedral 380.
  Citadel 379.
  Durham Terrace 378.
  English Cathedral 378.
  Golden Dog 382.
  Hôtel Dieu 380.
  Jesuit Buildings 381.
  Laval University 381.
  Marine Hospital 382.
  Market Square 380.
  Mt. Hermon Cem. 383.
  Notre Dame des Victoires 383.
  Parliament House 380.
  Place d'Armes 378.
  Plains of Abraham 383.
  Prescott Gate 380.
  Seminary 381.
  St. John's Gate 379.
  St. Louis Gate 379.
  Ursuline Convent 381.
  Wolfe and Montcalm Monument 379.
Queen's Fort, R. I. 69.
Quincy, Mass. 37, 535.
Quinsigamond Lake 126.
Quoddy Head, Me. 322.

Rafe's Chasm, Mass. 247.
Ragged Mt., N. H. 198.
Randolph Hill 228, 236.
Randolph, Vt. 200.
Rangeley Lakes 245, 292.
Raynham, Mass. 38.
Readfield, Me. 309.
Reading, Conn. 116.
Reading, Mass. 276.
Readville, Mass. 62.
Recluse Id., N. Y. 359.
Red Hill, N. H. 216.
Revere Beach, 27.
Rhinebeck-on-Hudson 347.
Rhode Island 40, 46.
Richford, Vt. 207.
Richmond, Can. 290.
Richmond Id. 270.
Richmond, Me. 311.
Ridgefield, Conn. 116.
Ridley's Station, Vt. 202.
Rindge, N. H. 179.
Ripton, Vt. 184.
River, Ammonoosuc 233, 290.
  Androscoggin 289, 291, 308, 310.
  Aroostook 323, 324.
  Chaudière 313, 383.
  Connecticut 75, 106, 134, 157, 169, 211, 243, 245.
  East 47, 339.
  Farmington 109, 143.
  Housatonic 115, 148, 153.
  Hudson 340, 356.
  Kennebec 293, 311.
  Lamoille 203, 204.
  Merrimac 189, 193, 197, 258, 278, 279.
  Missisquoi 206.
  Naugatuck 111.
  Passumpsic 169.
  Pemigewasset 210, 241.
  Penobscot 296, 316.
  Richelieu 207, 368, 373.
  Saco 223, 231, 269, 285.
  Saguenay 385.
  St. Croix 322.
  St. John 320, 323.
  St. Lawrence 369, 372, 373, 384.
  St. Maurice 374.
  Thames 96.
  Winooski 203, 204.
Riverdale, Mass. 246.
Rivermouth Rocks, 262.
Rivière du Loup 323, 385.
Rochester, N. H. 213, 282.
Rockland Lake, N. Y. 343.
Rockland, Me. 301, 316.
Rockport, Mass. 247.
Rockville, Conn. 94.
Rocky Hill, Conn. 140.
Rocky Point, R. I. 65.
Rogers' Slide, N. Y. 360.
Rondout, N. Y. 346.
Roslyn, L. I. 340.
Rougemont Mt. 208.
Rouillard Mt. 290.
Round Id., Can. 172.
Rouse's Point, N. Y. 207.
Rowley, Mass. 258.
Roxbury, Mass. 36.
Roxbury, Vt. 200.
Royalton, Vt. 200.
Rumford Falls, Me. 288.
Rumney, N. H. 211.
Rutland, Vt. 181.
Rye Beach, N. H. 263.
Ryegate, Vt. 168.
Rye, N. Y. 90.

Sabbath Day Point 359.
Saccarappa, Me. 213.
Sachem's Head, Conn. 76.
Sachem's Plain, Conn. 97.
Saco, Me. 269.
Saco Pool 269.
Sage's Ravine, Conn. 122.
Saguenay River 385.
St. Albans, Vt. 204.
St. Andrew, N. B. 322.
Ste. Anne, Can. 384.
St. Charles, Lake 384.
St. Fereol Falls 385.
St. Francis, Me. 324.
St. George, Me. 301.
St. Hyacinthe, Can. 290.
St. John River 320.
St. Johnsbury, Vt. 169.
St. John's, Can. 208.
St. Johns, N. B. 320.
St. Maurice River 374.
St. Stephen, N. B. 323.
Salem, Mass. 251.
  Court House 253.
  Custom House 253.
  East India Museum 252.
  Plummer Hall 252.
  Salem Neck 253.
Salisbury Beach 260.
Salisbury, Conn. 115, 121.
Salisbury, Mass. 260.
Salmon Falls, N. H. 283.
Sandgate Notch, Vt. 186.
Sandisfield, Mass. 152.
Sand Spring, Mass. 156.
Sandwich, Mass. 55.
Sandwich, N. H. 219.
Sankoty Head, 62.
Saratoga Springs 350.
  Battle-field 355.
  Columbian Spring 352.
  Congress Spring 352.
  Crystal Spring 353.
  Excelsior Spring 354.
  Geyser Spring 354.
  Lake, the 354.
  Park, Congress 352.
  Pavilion Spring 353.
  Seltzer Spring 353.
  Star Spring 354.
Saugerties, N. Y. 347.
Savin Rock, Conn. 83.
Savoy, Mass. 153.
Sawyer's Rock, N. H. 230.
Saybrook, Conn. 75.
Scarboro Beach 270, 283.
Schoodic Lakes, Me. 322.
Schooner Head, Me. 304.
Scituate, Mass. 49.
Screw Auger Falls 289.
Seabrook, N. H. 261.
Searsport, Me. 317.
Sebago Lake, Me. 284.
Sebec Lake, Me. 295.
Sesacacha Pond 62.
Seymour, Conn. 111.
Sharon, Mass. 625.
Sharon, Vt. 199.
Shawanegan Falls 374.
Sheffield, Mass. 153.
Sheffield, N. B. 320.
Shelburne Falls, Mass. 179.
Shelburne, N. H. 289.
Sheldon Springs, Vt. 206.
Sherbrooke, Can. 174.
Shippan Point, Conn. 89.
Shoals, Isles of 265.
Shrewsbury, Mass. 126.
Siasconset, Mass. 61.
Silver Cascade, 232.
Simsbury, Conn. 109.
Sing Sing, N. Y. 343.
Skinner Hollow, Vt. 185.
Skinner's Id., Can. 172.
Skowhegan, Me. 293.
Sleepy Hollow, N. Y. 342.
Smugglers' Notch, Vt. 202.
Solon, Me. 294.
Somerville, Mass. 249, 275.
Somes' Sound, Me. 306.
Sorel, Can. 373.
S. Adams, Mass. 153.
S. Braintree, Mass. 38, 51.
S. Cornwall, Conn. 115.
S. Deerfield, Mass. 162.
S. Egremont, Mass. 152.
S. Framingham 125.
S. Hadley, Mass. 158.
Southington, Conn. 109.
S. Kingstown, R. I. 69.
S. Mountain, Mass. 145.
S. Norwalk, Conn. 87.
S. Paris, Me. 288.
Southport, Conn. 86.
Southport, Me. 299.
S. Royalton, Vt. 200.
S. Vernon, Vt. 102.
Southwest Harbor, Me. 306.
S. Windham, Me. 284.
S. Windsor, Conn. 140.
Sparkling Cascade 232.
Spectacle Ponds 114.
Spencer, Mass. 130.
Spot Pond 189, 275.
Springfield, Mass. 131, 157.
  City Library 132.
  Court House 132.
  U. S. Armory 131.
Springfield, Vt. 165, 181.
Springvale, Me. 213.
Spuyten Duyvil Creek, N. Y. 341.
Spy Pond, Mass. 34.
Squam Lake 217, 220.
Squantum Point 37.
Stafford Springs 99.
Stage Id., Me. 269.
Stamford, Conn. 88.
Standish, Me. 285.
Stanstead, Can. 174.
Star Id., N. H. 265.
Starks, Me. 294.
Stockbridge, Mass. 149.
Stoneham, Mass. 275.
Stonington, Conn. 71.
Stony Creek, Conn. 76.
Stony Point, N. Y. 343.
Stow, Vt. 202.
Strafford, N. H. 282.
Stratford, Conn. 84.
Stratford, N. H. 290.
Stratham, N. H. 267.
Stratton Gap, Vt. 185.
Strong, Me. 292.
Sudbury, Mass. 125.
Sugar Loaf Mt. 162.
Summit, Vt. 181.
Sunapee Lake, N. H. 196.
Suncook, N. H. 194.
Sunderland, Mass. 162.
Surprise, Mt. 228.
Sutherland Falls, Vt. 182.
Swampscott, Mass. 251, 407.
Swanton, Vt. 207.
Swanzey, N. H. 102.
Sylvan Glade Cataract 232

Tadousac, Can. 385.
Talcott Mt., Conn. 139.
Tappan, N. J. 342.
Tappan Zee 342.
Tarrytown, N. Y. 342.
Taunton, Mass. 38.
Templeton, Mass. 177.
Tewksbury, Mass. 189.
Thacher's Id., Mass. 247.
The Forks, Me. 294.
Thetford, Vt. 167.
Thimble Is., Conn. 76.
Thomaston, Me. 301.
Thompson, Conn. 104, 117.
Thompson's Falls, N. H. 226.
Thompson's Id. 22.
Thompsonville 133.
Three Rivers, Can. 290, 374.
Throgg's Point, N. Y. 47.
Ticonderoga, Fort 183, 362.
Tilton, N. H. 209.
Tivoli, N. Y. 347.
Toby Mt. 102.
Tolland, Conn. 99.
Topsfield, Mass. 276.
Troy, N. H. 180.
Troy, N. Y. 350.
Truro, Mass. 56.
Tuckerman's Ravine, N. H. 227, 237.
Tufts College, Mass. 189.

Turner's Falls, Mass. 178.
Twin Lakes, Conn. 123.
Twin Mt. House 233.

Umbagog Lake 244, 289.
Undercliff, N. Y. 345.
Upper Bartlett 230, 287.
Upton, Me. 244, 289.
Uxbridge, Mass. 93.

Van Buren, Me. 324.
Vanceboro, Me. 319.
Varennes, Can. 373.
Vassalboro, Me. 313.
Vassar College 346.
Vergennes, Vt. 184, 365.
Vernon, Conn. 94.
Vernon, Vt. 102.
Verplanck's Point 343.
Vershire, Vt. 167.
Vineyard Haven 60.
Vineyard Sound 92.
Vue de l'Eau, R. I. 65.

Wachusett, Mt. 177.
Wakefield, Mass. 276.
Waldoboro, Me. 300.
Wallingford, Conn. 140.
Wallingford, Vt. 184.
Walpole, N. H. 180.
Waltham, Mass. 175.
Ward's Id., N. Y. 47, 339.

Wareham, Mass. 54.
Warehouse Point 133.
Warren, Me. 300.
Warren, Mass. 130.
Warren, N. H. 211.
Warren, R. I. 66.
Warwick, R. I. 67.
Washington, Mass. 143.
Washington, Mt. 234.
Watch Hill Point 70.
Waterbury, Conn. 95.
Waterbury, Vt. 202.
Waterford, Me. 285.
Watertown, Conn. 112.
Watertown, Mass. 34.
Waterville, Conn. 112.
Waterville, Me. 309, 314.
Waterville, N. H. 242.
Waukawan Lake 209.
Waumbek House 212, 229.
Wauregan, Conn. 119.
Webster, Mass. 104.
Weehawken, N. J. 341.
Weir Junc., Mass. 90.
Weirs, N. H. 209, 215.
Weld, Me. 291.
Wellesley, Mass. 124.
Wellfleet, Mass. 56.
Wells Beach 268, 283.
Wells River, Vt. 168, 211.
Wenham, Mass. 256.
Wentworth, N. H. 211.
Westboro, Mass. 126.
W. Brookfield, Mass. 130.
Westbrook, Me. 284, 309.
Westerly, R. I. 70.
Westfield, Mass. 110, 142.
Westford, Mass. 176.
W. Lebanon, N. H. 199.
W. Medford, Mass. 188.
Westminster, Mass. 177.
Westminster, Vt. 164.
Weston, Me. 319.
W. Ossipee, N. H. 214, 220.
West Point, N. Y. 344.
Westport, Conn. 87.
Westport, Me. 299.
Westport, Mass. 92.
Westport, N. Y. 365.
West Rock, Conn. 83.
W. Rutland, Vt. 182, 187.
W. Troy, N. Y. 350.
Wethersfield, Conn. 139.
Weymouth, Mass. 48.
Whately, Mass. 162.
Whiteface Mt. 220.
Whitehall, N. Y. 188, 356.
White Id., N. H. 266.
White River Junc., Vt. 166, 199.
White Mt. Notch 231.
Whitman, Mass. 51, 54.
White Mts. 213, 222.
Wickford, R. I. 67.
Wilbraham, Mass. 130.
Willard, Mt. 231.
Willey House 231.
Williamsburg, Mass. 110.
Williams College 156.
Williamstown, Mass. 156.
Willimantic, Conn. 94.
Willoughby Lake 170.
Wilton, N. H. 192.
Winchendon, Mass. 179.
Winchester, Mass. 189.
Winchester, N. H. 102.
Windham, N. H. 279.
Windsor, Conn. 133.
Windsor, Mass. 144.
Windsor, Vt. 165.
Wing Road, N. H. 212.
Winnepesaukee Lake, N. H. 215, 282.
Winooski, Vt. 204, 366.
Winsted, Conn. 113.
Winterport, Me. 318.
Winthrop, Me. 308.
Wiscasset, Me. 298.
Woburn, Mass. 189.
Wolcottville, Conn. 113.
Wolfboro, N. H. 214, 218.
Wood's Hole, 59, 92.
Woodstock, Conn. 117.
Woodstock, N. B. 323.
Woodstock, N. H. 241.
Woodstock, Vt. 199.
Woolwich, Me. 298.
Woonsocket, R. I. 93, 120.
Worcester, Mass. 127.
  Antiquarian Soc. 128.
  Industrial School 127.
  Monuments 129.

Yale College, Conn. 75, 80.
Yantic Falls, Conn. 96.
Yarmouth, Me. 309.
Yarmouth, Mass. 56.
Yonkers, N. Y. 341.
York, Me. 266.

SUPPLEMENTARY INDEX.

Acton, Mass. 410, 126.
Adams, Mass. 153.
Alexandria Bay, 400.
Allenstown, N. H. 417.
Amesbury, Mass. 420.
Andover, Me. 292.
Anticosti, P. Q. 403.
Antrim, N. H. 196.
Arethusa Falls, N. H. 233.
Arlington, Mass. 405.
Ashfield, Mass. 163, 178 *a*.
Athol, Mass. 177, 422.
Attleboro, Mass. 62 *b*.

Baddeck, C. B. 404.
Barnstable, Mass. 56.
Barre, Mass. 411, 421.
Bartlett, N. H. 230.
Bay of Chaleur, 403.
Beach Bluff, Mass. 408.
Bedford, Mass. 406.
Belgrade, Me. 308.
Bennington, N. H. 196.
Berlin Falls, N. H. 289.
Bic, P. Q. 402.
Birchdale Springs 195.
Blandford, Mass. 143.
Block Island, R. I. 65 *b*., 71.
Blue Hills, Mass. 37, 62.
Bonaventure Island, 403.
Boston, Mass. 5.
  Beacon Hill 16 *d*.
  First Bapt. Ch. 16 *c*.
  Life Ins. Cos., 12
  Masonic Temple 12 *b*.
  Museum, Fine Arts 16 *b*.
  New Old South 16 *a*.
  Public Library 12 *b*.
  St. James's 12 *b*.
  Technology 16 *a*.
  Trinity Church 16 *a*.
  University 18.
  Y. M. C. A. 16 *c*.
Boylston, Mass. 104.
Bradford, Vt. 168.
Brant Rock, Mass. 49.
Bras d'Or, C. B. 404.
Bread-Loaf Inn, Vt. 184.
Bridgewater, Mass. 53 *b*.
Brockton, Mass. 53 *b*.
Buckland, Mass. 178 *a*.
Buttonwoods, R. I. 67.

Camden, Me. 425, 317.
Campbellton, N. B. 403.
Campello, Mass. 53 *b*.
Campobello, N. B. 322, 436.
Candia, N. H. 419.
Canton, Mass. 62 *a*.
Cape Arundel, Me. 283.
Cape Breton, N. S. 404.
Charlemont, Mass. 178 *a*.
Charlottetown, P. E. I. 404.
Charlton, Mass. 130.
Chatham, N. B. 404.
Cheese Rock, Mass. 189.
Chelsea, Vt. 200.
Chester, Mass. 143.
Chester, N. H. 419.
Chesterfield, Mass. 110.
Chesterfield, N. H. 180.
Chiron Springs, N. H. 198.
Clifford (The), Mass. 53 *a*.
Cochituate Lake, Mass. 125.
Coldbrook Springs, Mass. 411, 422.
Conanicut, R. I. 46, 65 *b*.
Concord, Mass. 406, 28.
Concord Junction 410
Contoocook, N. H. 417.
Conway, Mass. 163.
Cottage City, Mass. 59.
Crawford House 231, 230.

Dalhousie, N. B. 403.
Dana, Mass. 422.
Danvers, Mass. 276, 420.
Darien, Conn. 87.
Dedham, Mass. 62 *a*, 117.
Deerfield, N. H. 419.
Deer Isle, Me. 307 *a*; 303.
Devereux, Mass. 408.
Dexter, Me., 314.
Dorset, Vt. 185.
Douglas, Mass. 117.
Dover, N. H. 418, 281.
Downer Landing, 24.
Dublin, N. H. 414.
Dudley, Mass. 117.
Dunbarton, N. H. 194.
Dunstable, Mass. 411.

East Jaffrey, N. H. 413.
Edmundston, N. B. 323.
Ellsworth, Me. 318, 322.
Enfield, Mass. 422.
Epping, N. H. 419.
Epsom, N. H. 417.
Eustis, Me. 294.

Father Point, P. Q. 402.
Fernside, Mass. 148.
Fisher's Island, N. Y. 71, 73
Fitzwilliam, N. H. 179.
Flagstaff, Me. 295.
Forks (The), Me. 293.
Fort Popham, Me. 436.
Foxboro, Mass. 62 *b*.
Franconia, N. H. 234 *a*, 238.

Gardner, Mass. 413, 177.
Gaspé, P. Q. 403.
Gill, Mass. 102, 178.
Gilmanton, N. H. 209.
Goat Island, R. I. 46.
Goshen, Conn. 71, 115.
Goshen, Mass. 110, 160.
Grand Manan, 436, 322.
Granville, Mass. 110.
Green's Landing, Me. 307 *a*.
Greenville, N. H. 176.
Groveton, N. H. 243.

Halifax, Mass. 51.
Hampstead, N. H. 414.
Hardwick, Mass 421.
Harrisville, N. H. 414.
Hawley, Mass. 178 *a*.
Heath, Mass. 178 *a*.
Henniker, N. H 418.
Hillsboro, N. H. 418, 196.
Holbrook, Mass. 53 *b*.
Holden, Mass. 411.
Holliston, Mass. 125.
Hopedale, Mass. 125.
Hopkinton, N. H. 417.
Hopkinton Springs, 126.
Hough's Neck, Mass. 53 *b*.
Hubbardston, Mass. 413.
Humarocks (The), Mass. 49.
Hyde Park, Mass. 62.

Isle au Haut, Me. 307 *a*.
Islesboro, Me. 307 *c*.

Katahdin Iron Works, 295.
Katama, Mass. 60.
Keene, N. H. 179, 102.
Kennebunkport, 283, 268.
Kiarsarge Village, 224.

Lake-Auburn Spring, 308.
Lake Buel, 152.
Lake Maranacook, 308.
Lake Pleasant, 177.
Leicester, Mass. 130.
Lewiston, Me. 307 *b*.
Lexington, Mass. 406, 28.
Lisbon, N. H. 211.
Littleton, Mass. 410.
Littleton, N. H. 212.
Livermore, N. H. 231, 242.
Louisbourg, C. B. 405.
Ludlow, Mass. 422.
Lundy's Lane, Ont. 396, 395.

Magnolia, Mass. 245, 247.
Manomet, Mass. 53 *a*.
Mansfield, Mass. 62 *b*.
Maplewood, N. H. 234 *a*.
Maquam Bay, Vt. 368.
Marblehead, Mass. 408, 255.
Mark Rock, R. I. 65 *a*.
Mass. Soldiers' Home, 27.
Mendon, Mass. 125.
Middlesex Fells, 36 *a*, 189.
Middleton, Mass. 420.
Milford, Mass. 125.
Millbury, Mass. 93.
Miller's Falls, Mass. 162.
Monadnock, 413.
Monhegan, 435, 316.
Monson, Me. 295.
Montgomery, Mass. 143.
Mont Vernon, 423, 192.
Moose River, 294.
Mount Bowdoin, Mass. 36.
  Cardigan, N. H. 198.
  Toby, Mass. 163.
Mystic Island, Conn. 71.

Narragansett Bay, 65 *a*.
Nashua, N. H. 191, 411.
Nayatt Point, R. I. 65 *a*.
New Castle, N. H. 267.
New Hampton, N. H. 209.
New London, N. H. 198.
Newmarket, N. H. 419, 281.
New Marlboro, Mass. 152.
Newport, N. H. 196.
New Salem, Mass. 422.
New York City, 325.
  Metropolitan Museum, 336.
  East-River Bridge, 339.
  Museum Nat. History, 336.
Niagara Falls, N. Y. 390.
Nonquitt, Mass. 92.
N. Duxbury, Vt. 203.
N. Easton, Mass. 53 *b*.
Northport, Me. 435.

Oakland Beach, R. I. 67.
Ogdensburg, N. Y. 400.
Onset Bay, Mass. 54.
Orange, Mass. 177.
Orleans (Isle of), 402, 385.
Osprey Beach, 74.
Ossipee Park, N. H. 219.
Otis, Mass. 143, 148.
Ottawa, Can. 400.

Pawtucket, R. I. 62 *b*.
Pawtuxet, R. I. 65 *a*.
Peabody, Mass. 419, 253.
Pelham, Mass. 422, 178 *b*.
Peru, Mass. 110.
Peterboro, N. H. 413, 179.
Petersburgh, N. Y. 178 *b*.
Petersham, Mass. 422.
Phillips Beach, 408.
Pictou, N. S. 404.
Pittsfield, N. H. 417.
Poland Spring, 308.
Ponemah Spring, N. H. 423.
Ponkapog, Mass. 62 *a*.
Pownal, Vt. 178 *b*.
Powwow Hill, 421.
Prince Edward Island, 404.
Princeton, Mass. 412.
Prudence Island, 65 *b*.
Purgatory, Mass. 93.
Putney Hill, 417.

Queenston, Ont. 395.

Randolph, Mass. 38.
Rangeley Lakes, 292, 245.
Raymond, N. H. 419.
Readfield, Me. 308.
Revere, Mass. 409.
Richfield Springs, 388.
Richmond, Mass. 146.
Richmond, Vt. 204, 203.
Rimouski, P. Q. 402.
Rindge, N. H. 413, 179.
Rochester, N. Y. 389.
Rocky Point, R. I. 65 *a*.
Rome, N. Y. 388.
Roseland Park, Conn. 118.
Royalston, Mass. 177.
Rutland, Mass. 411.

Salisbury, Mass. 420, 260.
Sandown, N. H. 414.
Saxonville, Mass. 124.
Schenectady, N. Y. 387.
Seal Harbor, Me. 307.
Sharon, Mass. 62 *b*.
Shelburne Falls, 178 *a*.
Shippigan, N. B. 403.
Shrewsbury Peak, 181.
Silver Lake, Mass. 51.
Silver Spring, R. I 65 *a*.
Somerville, 405, 249, 275.
S. Acton, Mass. 410.
Southboro, Mass. 424.
S. Boston, Mass. 19.
Southbridge, Mass. 117, 99
S. Duxbury, Mass. 51.
S. Natick, Mass. 124.
Southwick, Mass. 110.
S. Williamstown, 157, 146.
Spofford Lake, 180, 103.
Squirrel Island, 435.
Sterling, Mass. 104.
Stoughton, Mass. 38.
Sturbridge, Mass. 117, 99.
Suffield, Conn. 133.
Sugar Hill, 234 *a*.
Sullivan, Me. 307 *b*.
Summerside, P. E. I. 404.
Suncook, N. H. 417, 194.
Sunset Rock, Mass. 36.
Swampscott, Mass. 407, 251.
Sydney, C. B. 405.
Syracuse, N. Y. 389.

Templeton, Mass. 422.
Thornton, N. H. 242.
Thousand Islands, 399.
Tim Pond, Me. 294.
Tiverton, R. I. 40.
Toronto, Ont. 397.
Trenton Falls, 388.
Troy, N. H. 179.
Tyngsboro, Mass. 191.
Tyringham, Mass. 148.

Wachusett, Mt. 412, 177.
Walden Pond, 407.
Wales, Mass. 99.
Wallingford, Conn. 141.
Ware, Mass. 421.
Warner, N. H. 196.
Warramaug Lake, 113.
Warwick Neck, 65 *a*, 67.
Watatic, Mt. 177.
Webster, N. H. 197.
Weir Junction, 39, 90.
Wentworth (The), 267.
W. Boylston, Mass. 104.
Westford, Mass. 411, 176.
Westmoreland, N. H. 180.
Weston, Mass. 175.
Whirlpool (The), 395.
Whykokomagh, C. B. 404
Winchendon, 413, 422.
Windham, N. H. 414.
Winthrop, Mass. 409, 20.
Wolcott, Conn. 96.
Wollaston Heights, 37.
Worcester, Mass. 411, 127
Worthington, Mass. 143.

Zoar, Mass. 178 *a*.

Index of Historical Allusions.

Albany, N. Y. 349.
Bangor, Me. 316.
Battle of Bennington 186.
Bloody Brook 162.
Bunker Hill 26.
Castine 302.
the Chesapeake and Shannon 255.
Hubbardton 187.
the Indians 150.
Lake George 356.
Lexington 28.
Pequawket 286.
Pequot Hill 72.
Plattsburg 367.
Quebec 376.
Saratoga 355.
Turner's Falls 178.
Biddeford 269.
Block Island 71.
Boston 7.
Braintree, Mass. 38.
Bridgeport, Conn. 85.
Brookfield, Mass. 130.
Brunswick, Me. 309.
Burlington, Vt. 367.
Cape Ann 248.
Cape Cod 55.
Castine, Me. 302.
Chambly, Can. 208.
Charlestown, N. H. 165.
Concord, N. H. 194.
Crown Point, N. Y. 364.
Cuttyhunk, Mass. 92.
Danbury, Conn. 116.
Deerfield, Mass. 163.
Dover, N. H. 282.
Duxbury, Mass. 50.
Fort Montgomery, 344.
Fort Ticonderoga, 362.
Fryeburg, Me. 286.
Hadley, Mass. 161.
Hampton, N. H. 262.
Isles of Shoals 266.
Kennebunk, Me. 268.
Lake Champlain 361.
Lake George 357.
Lebanon, Conn. 98.
Litchfield, Conn. 112, 113.
Londonderry, N. H. 279.
Louisburg Campaigns 7.
Lynn, Mass. 250.
Marblehead, Mass. 256.
Marshpee, Mass. 56.
Martha's Vineyard 59.
Milford, Conn. 84.
Montreal 368.
Mount Desert 306.
Nantucket 60.
Narragansett Fort Fight 69.
Natick, Mass. 125.
New Bedford, Mass. 90.
New Haven, Conn. 77.
New London, Conn. 72.
New York 328.
Newburyport, Mass. 260.
Newport, R. I. 40.
Norridgewock, Me. 293.
Northampton, Mass. 159.
Pemaquid, Me. 299.
Phipsburg, Me. 297.
Pilgrim Compact 58.
Plymouth, Mass. 51.
Portland, Me. 271.
Portsmouth, N. H. 264.
Providence, R. I. 63.
Quebec 376.
Rhode Island 46.
Rye, N. H. 263.
St. John, N. B. 321.
Salem, Mass. 253.
Salisbury, Conn. 123.
Saybrook, Conn. 75.
Scarborough, Me. 270.
Southport, Conn. 87.
Springfield, Mass. 131.
Stockbridge, Mass. 149.
Stonington, Conn. 71.
Stony Point, N. Y. 343.
Sudbury, Mass. 125.
Thomaston, Me. 301.
Warwick, R. I. 67.
Wells, Me. 268.
West Point, N. Y. 344.
Whitehall, N. Y. 356.
White Mts. 222.
Windsor, Conn. 133.
Worcester, Mass. 129.
Yale College 75, 76, 80.
York, Me. 267.

Index of Biographical Allusions.

Adams, Charles Francis 38.
Adams, John 37.
Adams, John Quincy 37.
Adams, Samuel 13.
Allen, Ethan 201, 363.
Allen, William 146.
Allston, Washington 31, 45.
Ames, Fisher 117.
André, Major John 343.
Andrew, Gov. John A. 24.
Arnold, Benedict 342, 363, 376.
Banks, Nathaniel P. 175.
Barlow, Joel 116.
Barnards, the 153.
Barnum, Phineas T. 86.
Beecher, Henry Ward 113.
Beecher, Lyman 79, 113.
Bellows, Henry W. 181.
Berkeley, Dean George 45.
Bowdoin, James 92, 310.
Brentons, the 46.
Brooks, Gov. John 189.
Brown, Col. John 152, 358, 363.
Brown, John 152, 113.
Bryant, William Cullen 110, 157, 340.
Casey, Gen. Silas 67.
Cass, Lewis 281.
Chamberlain, Gov. J. L. 311.
Champlain, Samuel de 361, 61, 55.
Champlin Com. Stephen 68.
Channing, William Ellery 42.
Chase, Bishop Philander 166.
Chase, Chief-Justice Salmon P. 166.
Chase, Senator Dudley 166.
Choate, Rufus 257.
Cole, Thomas 348.
Copley, John Singleton 31.
Crosswell, Harry 79.
Dane, Nathan 256.
Davenport, Abraham 89.
Dawes, Henry L. 110.
Dickinson, Daniel S. 115.
Dix, John A. 197.
Dixwell, John 80.
Douglas, Stephen A. 183.
Downes, Com. John 62.

Dudley, Gov. Thomas 36.
Eaton, Gen. William 130.
Edwards, Jonathan 150, 159.
Eliot, John 36, 120.
Ellsworth, Oliver 134.
Emerson, Ralph Waldo 28.
Fessenden, William Pitt 197.
Fields, the 150.
Fisk, Wilbur 103.
Foote, Admiral Andrew H. 79.
Franklin, Benjamin 11.
Garrison, William Lloyd 261.
Gays, the 24.
Goffe, Gen. William 161.
Goodrich, C. A. 79.
Goodrich, S. G. 116.
Gorton, Samuel 67.
Grants, the 134.
Greeley, Horace 192.
Greene, Gen. G. S. 67.
Greene, Gen. Nathaniel 67.
Grow, Galusha A. 118.
Hale, Senator John P. 213, 281.
Halleck, Fitz Greene 76.
Hancock, John 38.
Haraden, Capt. Jonathan 248.
Hawthorne, Nathaniel 254, 28, 210, 311.
Hazens, the 280.
Holmes, Oliver Wendell 30, 146.
Hooker, Gen. Joseph 162.
Hosmer, Harriet G. 35.
Howard, Gen. Oliver O. 291.
Howe, Elias, Jr. 130.
Hudson, Hendrick 55, 340.
Ives, Bishop Levi S. 140.
Judson, Adoniram 275.
Knowlton, Col. Thomas 118.
Knox, Gen. Henry 301.
Lander, Gen. F. W. 254.
Lawrences, the 279.
Lincoln, Gen. Benjamin 24.
Longfellow, Henry W. 33, 311.
Lowell, James Russell 30.
Lyon, Gen. Nathaniel 118.
Mansfield, Gen. J. K. F. 107.
Marsh, Geo. P. 199.
Mead, Larkin G. 103.
Melville, Herman 146.
Miantonomoh, 72, 97.
Miller, William 146.
Mills, Samuel J. 156.
Monis, Rabbi Judah 126.
Morse, S. F. B. 79, 346.
Murray, John 246.
Murray, W. H. H. 76.
Nanunteno 98.
Nott, Eliphalet 118.
Ossoli, Margaret Fuller, Countess d' 30.
Paine, Thomas 90.
Parker, Thomas 260.
Passaconaway, 194, 220, 222.
Pepperell, Sir William 265.
Percival, James Gates 140.
Perry, Com. Oliver Hazard 68.
Philip, King 66.
Phips, Sir William 298.
Pickering, Timothy 254.
Pierce, Franklin 196, 311.
Powers, Hiram 199.
Preble, Com. Edward 272.
Prescott, William H. 254, 105.
Putnam, Gen. Israel 119, 89, 254.
Rale, Sebastian 293.
Rantoul, Robert, Jr. 256.
Rumford, Count 195.
St. Castine, Vincent, Baron de 302.
Sandeman, Robert 116.
Saxe, John Godfrey 208.
Seabury, Bishop Samuel 74.
Shaw, Henry W. ("Josh. Billings") 153.
Sherman, Roger 79.
Silliman, Benjamin 79.
Smith, Joseph 200.
Standish, Miles 51.
Stowe, Mrs. Harriet Beecher 113.
Stuart, Gilbert C. 68.
Thoreau, Henry D. 28.
Ticknor, George 17, 167.
Trumbulls, the 98.
Uncas, 72, 97.
Ward, Gen. Artemas 126.
Ward, Gen. F. T. 254.
Warren, Joseph 27.
Washburnes, the 291.
Webster, Daniel 49, 287, 197, 210.
Webster, Noah 79.
Whitefield, George 259.
Whitney, Prof. W.D. 159.
Whittier, John Greenleaf 261.
Williams, Col. Ephraim 156, 356.
Williston, Samuel 110.
Wilson, Henry 282.
Winslow, Admiral John A. 50.
Winslow, Gov. Edward 50.
Winslow, Gen. John 50.
Winslow, Gov. Josiah 50.
Winthrop, John 14.
Winthrop, Theodore 79.
Wolcotts, the 134.
Wonnolancet 194.
Young, Brigham 104, 200.

Index of Quotations.

Adams, John Quincy 38, 58.
Andrew, John A. 149.
Bartol, Dr. C. A. 215.
Beecher, Henry Ward 105, 114, 117, 121, 122, 147, 148, 149, 151, 152, 153, 205.
Berkeley, Dean 45.

Biard, Father 307.
Bremer, Fredrika 28, 147, 190, 217, 238.
Bryant, William Cullen 151.
Burke, Edmund 248.
Canadian Hand-Book 174, 290, 372.
Champlain, Samuel de 361.
Chapman, Rev. Dr. 166.
Charlevoix, Father 294.
Chateaubriand 344.
Connecticut Legislature 70, 72.
Coolidge and Mansfield 191, 192.
Cooper, J. Fenimore 26, 29.
Courier, Boston 141.
Curtis, George William 144.
Dickens, Charles 9, 19, 106, 190.
Dilke, Sir Charles 20, 30, 57, 165, 212, 378.
Drake, Francis S. 13, 28, 42, 50, 150, 261.
Dwight, Pres. Timothy 71, 86, 98, 99, 146, 158, 249, 260, 275, 366.
Emerson, Ralph Waldo 28.
Everett, Edward 27, 52, 156, 215.
Field, Darby 222.
Gookin, Daniel, 59, 69.
Greylock, Godfrey 143, 145, 146.
Hawthorne, Nathaniel 151, 154, 155, 179.
Hayes, Dr. 206.
Hemans, Mrs. 52.
Hitchcock, Dr. Edward 152, 178, 179.
Hoar, Judge 129.
Howells, William D. 103, 386.
Humphreys, Col. 86.
Irving, Washington 344, 346.
Johnston, Lady Arabella 254.
Josselyn, John 7, 15.
Kemble, Fanny 147.
King, Thomas Starr 212, 214, 215, 216, 221, 223, 224, 225, 226, 227, 228, 232, 235, 237, 238, 239, 240, 241.
Lewis, Alonzo 22.
Longfellow, Henry W. 125, 126, 132, 246, 39, 51, 76, 324.
Lossing, Benson J. 73, 356.
Lyell, Sir Charles 60, 146, 183, 223.
Marmier, X. 377.
Marryatt, Capt. 143.
Mather, Cotton 38, 51, 72, 76, 78, 84, 98, 136, 163, 253, 257, 260.
Morton, Thomas 38.
Pemaquid: a ballad 300.
Percival, J. G. 217.
Pring, Capt. 317.
Sedgwick, Miss 143.
Sigourney, Mrs. 97, 139.
Silliman, Prof. 109, 140, 147, 377.
Smith, Capt. John 49, 55, 257.
Southey, Robert 189.
Taylor, Bayard 232.
Thomas, Judge 129.
Thoreau, H. D. 28, 49, 55, 57.
Tocqueville, de 80.
Trumbull, John 159.
Twain, Mark 137.
Warville, Brissot de 41, 63, 107, 130, 135, 264.
Weymouth, Capt. 301, 317.
Whittier, John G. 89, 104, 144, 195, 215, 219, 220, 248, 256, 260, 262, 263, 275, 294, 305, 321.
Williams, Roger 69.
Winthrop, Theodore 243, 244, 296, 297.
Wortley, Lady Emma S. 91, 92, 246.

Index to Railroads.

Boston & Albany R. R., 124, 141.
Athol Branch, 100.
Pittsfield Branch, 153.
Bangor & Aroostook R. R., 295.
Boston & Maine R. R.
Conn. Riv. Div., 157.
Ashuelot Branch, 102.
Eastern Div., 248.
Amesbury Branch, 261.
Concord Junction, 213.
Essex Branch, 257.
Marblehead Branch, 255.
Northern Div., 282.
Passumpsic Div., 166.
Southern Div., 188.
Concord & Claremont Branch, 196.
Lowell & Lawrence Branch, 279.
Salem & Lowell Branch, 255.
Western Div., 275.
Manchester & Lawrence Branch, 279.
Worcester & Nashua Div., 104.
Central Vermont R. R., 199.
New London Div., 96.
Rutland Div., 181.
Concord & Montreal R. R., 192, 209.
Fitchburg R. R., 175.
Cheshire Div., 177.
Monadnock Branch, 179.
Grand Trunk R. R., 287.
Maine Central R. R., 307, 309, 318.
White Mountain Div., 284.
Knox & Lincoln, 297.
New Brunswick & Canada R. R., 323.
New York & New England R. R., 94, 117.
Woonsocket Div., 120.
N. Y., N. Haven & Hartford R. R.
Old Colony System, 37.
Cape Cod Div., 54.
Danbury Div., 115.
Fairhaven Div., 54.
Northern Div., 125.
Plymouth Div., 51.
Providence Div., 62.
Prov. Warren & Bristol Branch, 66.
Stonington Div., 67, 71.
Valley Div., 106.
Worcester Div., 93.
New Haven System.
Berkshire Div., 114, 147.
Hartford Div., 133.
Naugatuck Div., 111.
New York Div., 84.
Northampton Div., 108.
Phillips & Rangeley R. R., 291.
Portland & Rochester R. R., 213.
Rensselaer & Saratoga, 187, 350.
Rutland & Washington, 187.

Steamers.

Boston to Bangor, 316.
" " Hingham, 22.
" " Nahant, 20.
" " St. John, 321.
" " Gloucester, 245.
" " Portland, 270.
" " Bath, Gardiner, etc. (Kennebec S. S. Co.), 298.
Casco Bay, 274.
Fall River Line, 47.
Hudson River, 340.
Isles of Shoals, 265.
Lake Champlain, 361.
" George, 357.
" Winnepesaukee, 215.
Martha's Vineyard, 59, 92.
Mt. Desert Line, 302.
Narragansett Bay, 65.
Norwich Line, 119.
Passamaquoddy Bay, 322.
Saguenay River, 375, 385.
St. Lawrence River, 273.
Stonington Line, 71.

MAP OF
NEW ENGLAND
with adjacent portions of
NEW YORK
& CANADA.
PUBLISHED BY
SAMPSON, MURDOCK, & Co.
BOSTON.
EXPRESSLY FOR THE
NEW ENGLAND BUSINESS DIRECTORY AND GAZETTEER
1893
15 MILES
Around
BOSTON
SCALE OF MILES
LOWER CANADA
MAINE
NEW HAMPSHIRE
VERMONT
MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
LONG ISLAND
MASSACHUSETTS BAY
CAPE COD BAY
NANTUCKET

BEAUTIFUL NOVA SCOTIA.

Evangeline's Land.

THE IDEAL LAND FOR
YOUR VACATION.

Longfellow did n't begin to tell the beauties of Evangeline's land — he could n't. In its climate, scenery, and romantic history; in its boating, bathing, fishing, cycling; in its healthfulness and restfulness, it is — *well it 's perfect.* And then the hotel rates, just half our New England prices. And the sail from Boston

17 Hours at Sea.

What a delicious taste of salt that gives you! You leave Boston at noon, on the staunch steel "Boston" or "Yarmouth" — the finest and fastest coasters leaving Boston — and you reach Yarmouth early next morning in time for all Railroad connections. These boats sail every Monday, Tuesday, Thursday, and Friday, during the Summer, and every Tuesday and Friday during the Winter, at 12 o'clock, noon.

SEND FOR HANDSOME ILLUSTRATED BOOK,

"Beautiful Nova Scotia," full of interesting information and fine half-tone illustrations. Inclose 10 cents for postage.

For book, folders, or any information, address

J. F. SPINNEY, Agent.

YARMOUTH STEAMSHIP COMPANY,

43 Lewis Wharf, Boston, Mass.

NEW BOOKS OF FICTION.

The Story of Christine Rochefort.

By HELEN CHOATE PRINCE. *Third Edition.* 16mo, $1.25.

"This is an unusual story to be the first attempt of a young writer. . . . Throughout it exhibits a sweetness and elevation of tone which is in charming contrast to the generality of modern novels. Its theme is unusual, and the grace and delicacy with which it is worked out are more unusual still." — *The Literary World.*

Philip and his Wife.

By Mrs. DELAND, author of "John Ward, Preacher," "The Old Garden," etc. *Eighth Thousand.* 16mo, $1.25.

"An interesting and absorbing romance, one of those rare creations in our slipshod era of a story as well written as it is interesting." — *London Telegraph.*

"A book of genuine originality and power." — *New York Tribune.*

Daughters of the Revolution.

By CHARLES CARLETON COFFIN, author of "The Drum-Beat of the Nation," etc. With Illustrations. *Second Edition.* Crown 8vo, $1.50.

"Not only fills the promise that it should show woman's influence in forwarding and completing that great and hazardous political undertaking, but is a most entertaining picture of society at the time on both sides of the Atlantic, and contains portraits of nearly all the prominent people of either sex in Old or New England." — *Brooklyn Eagle.*

Under the Man-Fig.

By M. E. M. DAVIS. 16mo, $1.25.

A noteworthy novel of which Texas is the scene, and the time during the Civil War. Mrs. Davis, being to the manner born, describes the Southern scenes and "plays" the Southern characters with marked skill, giving to the story a Southern atmosphere wholly natural and delightful.

The Chase of St. Castin and Other Tales.

By Mrs. CATHERWOOD, author of "The Lady of Fort St. John," etc. 16mo, $1.25.

"She is one of the few writers who can really project themselves into the remote past, and whose sympathies can find in the mustiest of records the palpitating life that most of us can find only in the memory of what we have personally known." — *The Dial* (Chicago).

Sweet Clover.

By CLARA LOUISE BURNHAM, author of "Dr. Latimer," "Miss Bagg's Secretary," etc. *Ninth Thousand.*

"Mrs. Burnham has laid the scene of her pleasant, pure-toned romance among the glories of the White City. It is delightful to have them reanimated in such a vivid manner." — *Literary World.*

Sold by all Booksellers. Sent, postpaid, by

HOUGHTON, MIFFLIN & CO., Boston.

PORTLAND STEAM PACKET CO.

Best Route to Sea Coast and Interior Resorts of New England.

BY THE LINE OF FIRST-CLASS STEAMERS BETWEEN

BOSTON AND PORTLAND.

FIFTY-FIRST YEAR OF CONTINUOUS SERVICE.

The new and palatial steamers "PORTLAND," 2253 tons, or "BAY STATE," 2215 tons, leave **INDIA WHARF, BOSTON,** every evening at 7 o'clock, Sundays excepted. The trip is about eight hours long, and affords a fine view of Boston Harbor, Nahant, Thatcher's Island off Cape Ann, the Isles of Shoals, Boone Island, Old Orchard Beach, Cape Elizabeth, Portland Harbor, etc., making one of the finest ocean trips on the Eastern Coast. ***Fare between Portland and Boston, $1.00.***

This is an ideal route to **Old Orchard Beach,** combining a delightful sea voyage with a railway ride of thirty minutes from Portland.

Connecting, at Portland, with Maine Central R. R., P. & R. F. Ry., Grand Trunk Ry., and Portland & Rochester R. R., and with Boothbay, Bar Harbor and Machias steamers for points on coast of Maine.

This line affords a most desirable route to ***Rangeley Lakes, Poland Springs, Mt. Desert, Bethel, Gorham, N. H., Glen House, North Conway, Crawford's, Fabyan's, and White Mountain Points.***

Returning, leave Franklin Wharf, Portland, every evening at 7 o'clock, Sundays excepted.

SUNDAY TRIPS, from middle June to middle September.

Through and Excursion tickets at low rates. State-rooms secured in advance.

C. F. WILLIAMS,
Agent, Boston, Mass.

J. F. LISCOMB,
Gen. Agent, Portland, Me.

J. B. COYLE, Manager, Portland, Me.

TWO NEW ENGLAND BOOKS

Ten New England Blossoms and their Insect Visitors.

By CLARENCE M. WEED, Professor in the New Hampshire Agricultural College at Durham. With Illustrations. 1 vol. square 12mo, $1.25.

The ten blossoms are: The Glaucous Willow, The Mayflower, The Spring Beauty, The Purple Trillium, The Jack-in-the-Pulpit, The Showy Orchis, The Pink Lady's-Slipper, The Fringed Polygala, The Canada Lily, and The Common Thistle.

Professor Weed has written popular essays on the relations of these flowers and certain insects, — one of the most interesting subjects in natural history. The curious contrivances by which flowers induce insects to carry the pollen from blossom to blossom are described, also the adaptations of insects for this service. The book contains illustrations of nearly all the flowers mentioned, as well as of many insects, and is a charming summer book.

The Land-Birds and Game-Birds of New England.

With Descriptions of the Birds, their Nests and Eggs, their Habits and Notes. With Illustrations. By H. D. MINOT. *Second Edition.* Edited by WILLIAM BREWSTER. 8vo, gilt top, $3.50.

The "Land-Birds and Game-Birds of New England" is a remarkable, interesting, and authoritative book. Written by a youth of seventeen, with almost no outside help of either a literary or scientific kind, it found favor at once. It owed this popularity partly to the fact that it is addressed especially to bird-lovers, partly to the large amount of original matter which it contains, partly to the pleasant style in which it is written, and in no small degree to the attractive personality of Mr. Minot himself. On account of the author's death this new edition has been prepared by Mr. William Brewster, whose name guarantees the accuracy of the volume from the ornithological standpoint.

Sold by all Booksellers. Sent, postpaid, by

HOUGHTON, MIFFLIN & CO., Boston.

CHARMING NEW BIOGRAPHIES.

John Greenleaf Whittier.

Life and Letters. By SAMUEL T. PICKARD. With seven portraits and views. *Second edition.* 2 vols. crown 8vo, gilt top, $4.00.

A model of biography and of careful editing of the papers left by the greatest of New England poets, the poet who far beyond any other interpreted the New England thought, life, and conscience of his time. — *Boston Advertiser.*

Letters of Celia Thaxter.

Edited by A. F. and R. L. With four portraits. Handsomely printed on the best paper, and carefully bound, gilt top, 12mo, $1.50.

A book of singular literary and personal charm, produced in a unique and exceedingly attractive style.

George William Curtis.

By EDWARD CARY. With a portrait. *Third edition.* 16mo, $1.25.

He has indeed been fortunate in his subject. Mr. Curtis, as traveler, author, lecturer, editor, and reformer, filled most honorably a conspicuous place in the history of the closing century. His biographer has performed his task excellently. — *The Congregationalist* (Boston).

Lucy Larcom.

Life, Letters, and Diary. By the Rev. DANIEL D. ADDISON. With fine new portrait. *Third edition.* 16mo, $1.25.

The book is deeply interesting, and her correspondence with Whittier, Holmes, Longfellow, Phillips Brooks, and other eminent persons, is delightful reading. — *Portland Press.*

Familiar Letters of Thoreau.

Edited, with an Introduction and Notes, by FRANK B. SANBORN. With a full index. *Second edition.* Crown 8vo, gilt top, $1.50.

This volume is an admirable supplement to the complete edition of Thoreau's writings. . . . As an addition to his biography, this work is a revelation all his friends will greatly prize. — *The Outlook* (New York).

Frances Power Cobbe.

Her Autobiography. With a portrait and a picture of her home. *Second edition.* 2 vols. crown 8vo, gilt top, $4.00.

It is distinctly charming as it is exceptional to come upon a writer who has lived a long life, and joyfully acknowledges that it has been a happy one. Miss Frances Power Cobbe not only belongs to this class, but so far as any recent biographer is concerned, may be placed at the head of it. — *London Telegraph.*

Maria Edgeworth.

Life and Letters. By A. J. C. HARE. With a portrait and view of her home. 2 vols. crown 8vo, gilt top, $4.00.

These Letters constitute the first adequate and public biography of one whom Macaulay regarded as the second woman of her age. — *London Standard.*

One of the most vivacious series of letters that have appeared for some time past. — *Morning Post* (London).

Sold by all Booksellers. Sent, postpaid, by

HOUGHTON, MIFFLIN & CO., Boston.

There is Little Need of Emphasizing the Fact

THAT THE

Maine Central Railroad

HAS BEEN

THE DEVELOPER OF BAR HARBOR,

And has made this INCOMPARABLE SUMMER HOME the

Crown Prince of the Atlantic Coast,

AND MOREOVER

The Natural Wonders of the White Mountains,
The Weird Grandeur of the Dixville Notch,
The Quaint Ways and Scenes of Quebec,
The Multifarious Attractions of Montreal,
The Elegance of Poland Springs,
The Inexhaustible Fishing of Rangeley,
The Unique Scenery of Moosehead,
The Remarkable Healthfulness of St. Andrews,

Are all within contact of the ever lengthening arms of the MAINE CENTRAL RAILROAD,

THE RENOWNED VACATION LINE.

Or, to those who enjoy Ocean Sailing, the statement is made that the pioneer line along the coast of Maine, making numerous landings at picturesque points, almost encircling the island of Mt. Desert, is the

Portland, Mount Desert, and Machias Steamboat Company,

THE NEW, LARGE, AND LUXURIOUS STEAMER,

THE "FRANK JONES,"

Making during the summer season three round trips per week between

ROCKLAND, BAR HARBOR, AND MACHIASPORT.

ILLUSTRATED OUTLINES, DETAILS OF TRANSPORTATION, and other information upon application to

F. E. BOOTHBY,
G. P. and T. Agt.

PAYSON TUCKER,
Vice-Pres. and Gen. Mgr.

Portland, Me.

BOSTON PUBLIC LIBRARY
3 9999 09938 972 6

THE

Hote ston,

IS E,

Eight Stories in Height, built of white Tuckahoe and Italian Marble, having all Modern Appointments, and is

One of the Largest and Most Beautifully Situated Hotels in the World.

Fronting on Commonwealth Avenue, which bisects the famous Back Bay District, it has the

Finest Architectural Location in the City.

It is situated at the junction of two important streets, and occupies more than half a block of this most aristocratic section.

The Presidents for years have stopped here, and it is the recognized Headquarters of the Foreign Nobility when visiting this city, and of the most distinguished people of our own land.

C. H. GREENLEAF & CO., Prop's.

PROFILE HOUSE AND COTTAGES,

WHITE MOUNTAINS, N. H.

(Open from June 30 to Oct. 1.)

This favorite House, situated 1974 feet above tide-water, is one of the largest of the leading summer resorts. It is situated among more gems of scenery and points of interest than any other hotel in New England, — five minutes' walk from Nature's masterpiece, the world-famous "Old Man of the Mountain." Other points of local interest are,

Echo Lake, Profile Lake, Franconia Notch, the Flume, the Pool, the Basin, Bald Mountain,

and several minor points. Profile Spring, from which the table water is taken, produces the coldest of spring waters known, and reaches the Hotel with a temperature of 43 degrees. It is pronounced by the highest authority as of remarkable purity, and cannot be surpassed for table use. Profile Farm and greenhouses supply milk and vegetables, and also rare plants and flowers in abundance.

TAFT & GREENLEAF, Prop's.

THE NEW FLUME HOUSE

(Open from June 15 to Oct. 20)

Has accommodations for one hundred guests, and is well adapted to the wants of those who desire to make a long season in the Mountains. Five miles from Profile House.

S. R. ELLIOTT, Manager. TAFT & GREENLEAF, Prop's.